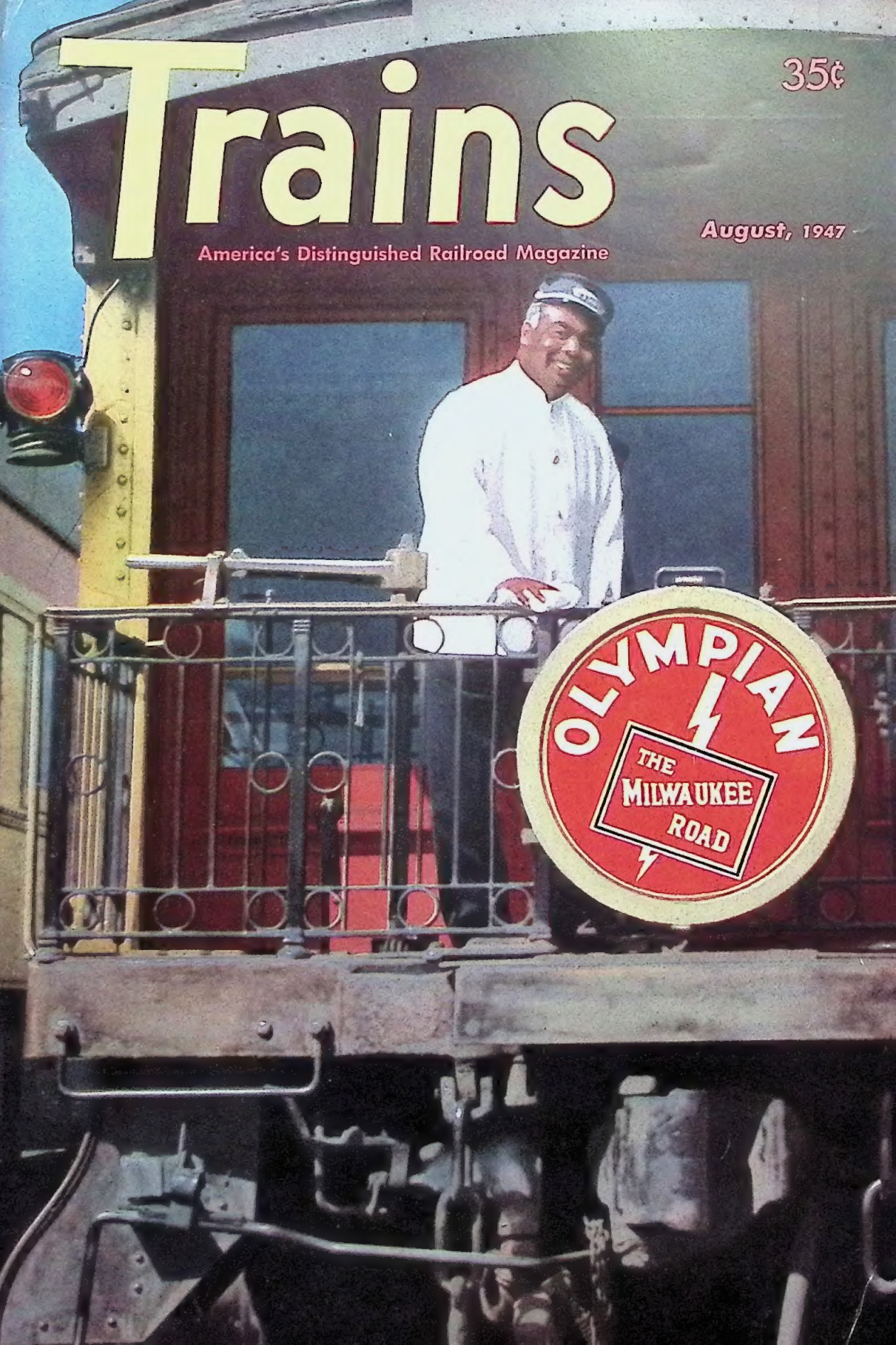
Trains

35¢

America's Distinguished Railroad Magazine

August, 1947



Sylvania Central painting from "Mixed Train Daily, a Book of Short Line Railroads," by Lucius Beebe. See also page 26.

Painting by Howard Fogg.

Trains

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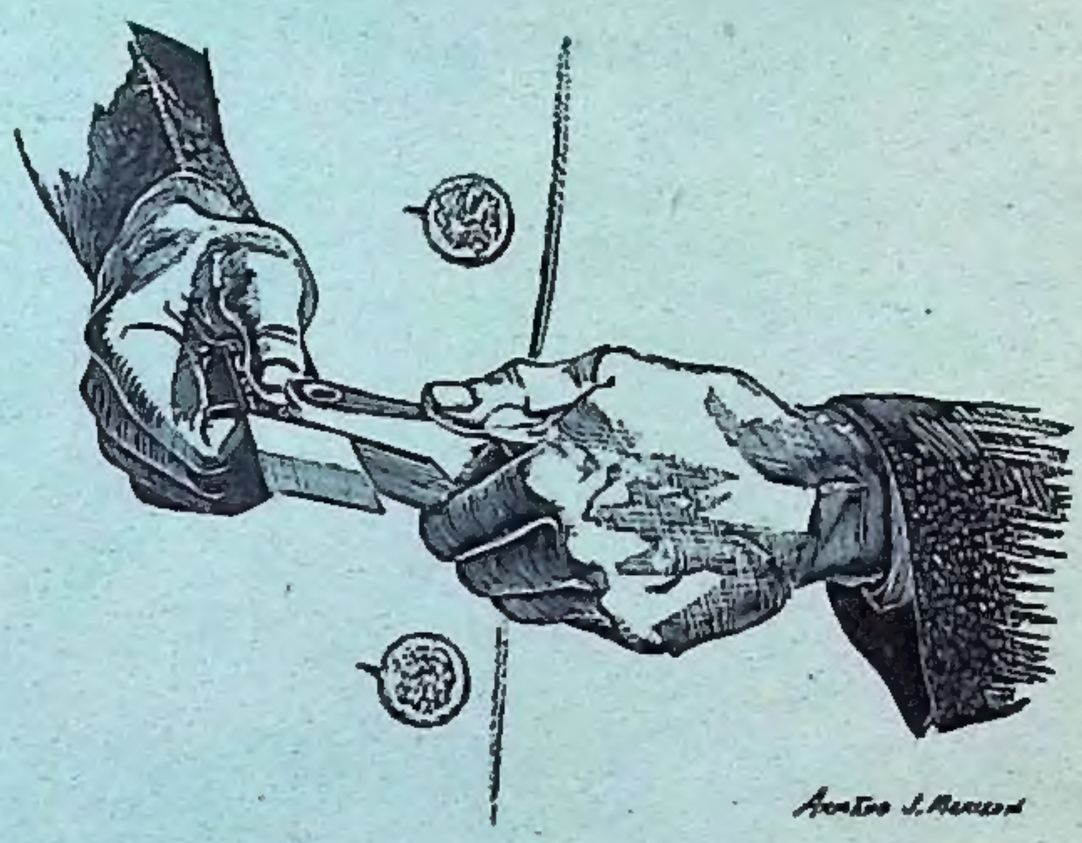

"It is a definite, hard fact that if you want good fishing and good hunting, you must go where the railroad goes. That is not due to any inherent virtue of the railroad, but to the fact that it's the only effective way to get away from Good Roads."—Bert Perks, in Canadian National Magazine.

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August 1947

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Signaling Ordered on High Speed Lines

Many of the country's fastest trains must slow down within the next few years or else the railroads must make heavy investments in automatic train control, block signaling and cab signals. The Interstate Commerce Commission has ordered installation of block signaling, either automatic or manual, on all lines where passenger trains exceed 60 miles an hour or freight trains 50 miles an hour. The order further requires cab signals, automatic train control or automatic train stop wherever speeds exceed 80 miles an hour.

The order affects more than 45,000 miles of track: 15,586 miles of automatic or manual block system, and 27,156 miles of train control or cab signal. Railroads must finish the installations before the end of 1952, and certain percentages of the work must be done each year. In general 25 per cent or 100 miles, whichever is greater, must be done by the end of 1948. The railroads had asked that each line be decided on its own merits, but the I. C. C made a sweeping general order with the assurance that any road would be given a hearing, upon application within 60 days, to see if it should be exempted from the general order.

The I. C. C. quoted the railroad position: "Sound regulation in the matter of signaling cannot be accomplished by an order of nationwide application because of differing traffic, geographical, weather and other conditions on the various railroads, but can only be accomplished by dealing with the various railroads individually."

Actually some of the country's fastest stretches of track are used by so few trains, and under such safe conditions, that automatic train control seems less needed than on other slower divisions which are more congested, or more loaded with curves and junctions. I. C. C. commissioner Mitchell said, "When the time comes for hearing petitions under this order consideration will have to be given not only to the volume of traffic but to the accident record and the financial condition of the petitioners."

Once before the I. C. C. issued a similar general order, but not so drastic. In 1922 it ordered all roads with more than $25 million annual revenue to install automatic train control on at least one full passenger division of certain heavily traveled main lines. The purpose was not only to improve safety but to put various systems into actual service where they could be further developed. In its order at that time, the commission did not limit automatic train control to divisions where block signals were already in use. It commented that train control might be perfectly practicable without wayside signals. Thus it foresaw the several present successful installations of cab signals without wayside signals.

In fact one of the best things which came out of the 1922 order was the development of the cab signal to a high degree of efficiency and reliability. Many of the men in the engine cabs still do not like train control, but they love cab signals. The cab signal improves not only safety but efficiency of operation. The engineer always knows the condition of the track ahead, whether he's near a signal or not. He can slow down for a caution signal and, long before he gets to the next signal, the cab signal may give him the highball again. This condition is shown on the Rock Island, which obtained I. C. C. permission to remove the automatic stop on its trial installation, but to keep and extend the cab signaling. Pennsylvania Railroad likewise found the cab signal so effective that it extended it to 3602 miles of track, including the New York-Washington, Baltimore and Philadelphia-Indianapolis, and other lines.

Altogether 10,811, or more than one-fourth, of the country's locomotives are already equipped with either automatic train stop or cab signals. Cab signaling is in effect on 6,619.9 miles of track, 2,926.5 miles of route. Automatic train control is in effect on 14,107.6 miles of track, 7,736.3 miles of route. But most of this mileage resulted from the original 1922 order and so it is made up of many single divisions along important high speed routes. Practically every streamliner runs part of the way under control which will meet the I. C. C.'s 80 mile an hour or faster requirements, but radical extensions will be needed to permit fast schedules all the way.

For instance, the Milwaukee's *Hiawathas* have cab signaling over the 209.0 miles of double track between Portage, Wis., and Hastings, Minn. But this is only about half of the Chicago-Twin Cities run. What's more, it's the slower half since it includes the winding River Division. The west coast streamliners are hit even harder. Look at the Santa Fe, which has automatic train control for 175.4 miles from Pequot, Ill., to Fort Madison, Iowa. Yet its coast trains run at speeds higher than 80 miles an hour on practically all parts of its 2227 mile main line. The C&NW is covered by automatic stop on its entire Chicago-Omaha main line, but under the new order would have to equip the major portion of its main lines north and northwest of Chicago to protect present and projected *400* service.

On the other hand, two of the biggest trunk lines, New York Central and Pennsylvania, are well set. NYC need equip only the Michigan Central between Detroit and Buffalo to bring both its New York-Chicago routes up to the I. C. C. 80 mile an hour requirement. The PRR need extend its cab signals only from Pittsburgh to Chicago and Indianapolis to St. Louis to fit all its east-west main lines for the order. Both roads have large numbers of locomotives equipped: NYC, 1239; PRR, 2813.

The Southern Railway has the most impressive single mileage of train control, 2716.8 miles of line, 3489.0 miles of track. It also has 897 locomotives fitted with the engine equipment. The fast Florida-New York services are fairly well covered with 225 miles of cab signaling on the Pennsylvania and 109.7 miles of train control on the RF&P. The Atlantic Coast Line route to Florida also includes 296.9 miles of train control from Richmond to Florence, S. C., making a continuous run of more than 600 miles which meets the 80 mile an hour requirement.

The 60 mile an hour block sig-

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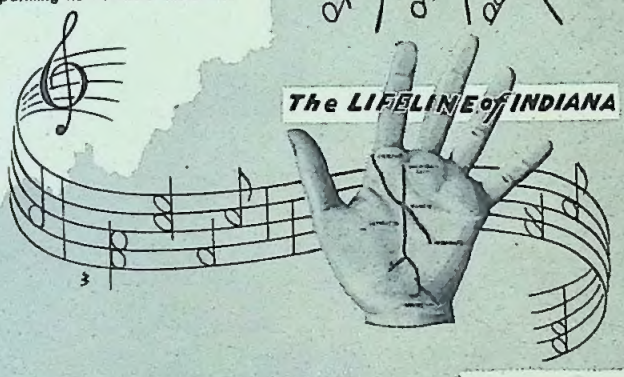
Because the century old Hoosier Line is fast becoming one of America's most modern railroads. In Centennial salute to the area we are proud to serve, the Monon offers this fine collection of new and tuneful music. Written especially for the 1947 dinner show of the famous Indiana Society of Chicago, these songs are a grand addition to the song book of Indiana. We invite you to learn and to sing with us these sparkling new Hoosier melodies.

UP and down the Monon
Everything is fine,
'cause that rootin', tootin' Monon
She's a Hoosier line, oh



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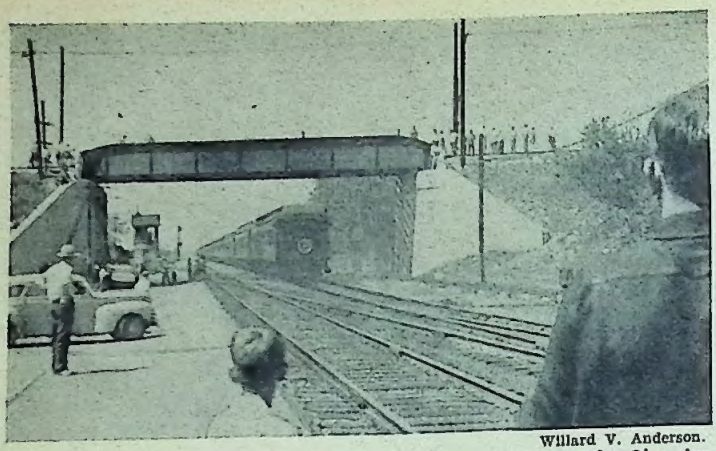


Willard V. Anderson.

Fastest open platform observation car ride in the country is on the Olympian Hiawatha shown scooting through Rondout, Ill., on its maiden trip June 29. Open platform car will be replaced this fall by sky view lounge now being built.

naling rule will be easier to meet. Practically one half of the country's route mileage, 112,530.6 miles, is already block signaled. Of the remainder a large portion carries such a light traffic that it presumably needs no signaling for speed or any other reason. According to Copeland's, 30 per cent of the country's total mileage carries less than 2 per cent of the total net ton miles.

The next few months will surely see many appeals filed. Before long the results of the earliest appeals will give some indication of how much weight the commission will give to traffic, track conditions, and safety records in deciding which roads can continue to run high speed trains without investing in additional signaling equipment. It will be late next year before there is an indication as to which roads will trim speeds rather than make additional investments.

Out for More Business

Newburyport, Mass., has nothing on the Central of Georgia. While other railroads have been issuing increased passenger tariffs, the Georgia line has started an experiment with greatly reduced round trip rates. And, unlike Newburyport, the CofG can make the experimental rates stick until it really finds out how much additional business they create.

The new round trip fare is only 20 per cent more than one way. Tickets at this reduction are good for five days and are sold only between cities in the state of Georgia. At the same time the road started selling tickets for parties of 15 or more at reduced mileage rates. A party of 15 to 29 people can ride the CofG for 1.485 cents a mile per person, and the rate graduates down to 1.1 cents a mile for more than 150 in a party.

Two new streamliners are also attracting passengers to the Central. The first ACF-built train started running between Atlanta and Columbus on June 18 and the second between Atlanta and Savannah on July 4. Both trains make round trips daily. The special round trip fares are good on these new streamliners as well as on the conventional trains.

The round trip fare plan hasn't been in use long enough to judge the results, but newspapers along the line have commented enthusiastically and naturally the fare reductions and the new trains are both popular with the customers. Only longer experience will tell whether such a sharp reduction for round trips actually brings enough brand-new business to pay off.

Freight Traffic Increases

Freight traffic in the first three months of 1947 was 7.2 per cent greater than in the same period of 1946, and 55.2 per cent greater than in 1941, according to an I. C. C. comment. Passenger revenue for April of this year was 33.6 per cent less than for the same month last year. Mail, express and other revenue was up 11.2 per cent in April.

Rail-Auto Service Returns

You can now enjoy rail-auto service in 250 large cities in the United States and Canada. Principal railroads restored the service July 1 and announced that they will extend it to 500 cities before the end of 1947. Many people used the service before the war, and railroads expect that businessmen and people on vacation will welcome its return.

You can arrange for train-auto service when you buy your railroad tickets, and if you wish, you may have your rented car meet you at the station. Weekday rates for car rental average about $5 a day plus 7 cents a mile. These rates apply whether you are alone in the car or whether you have four other people with you.

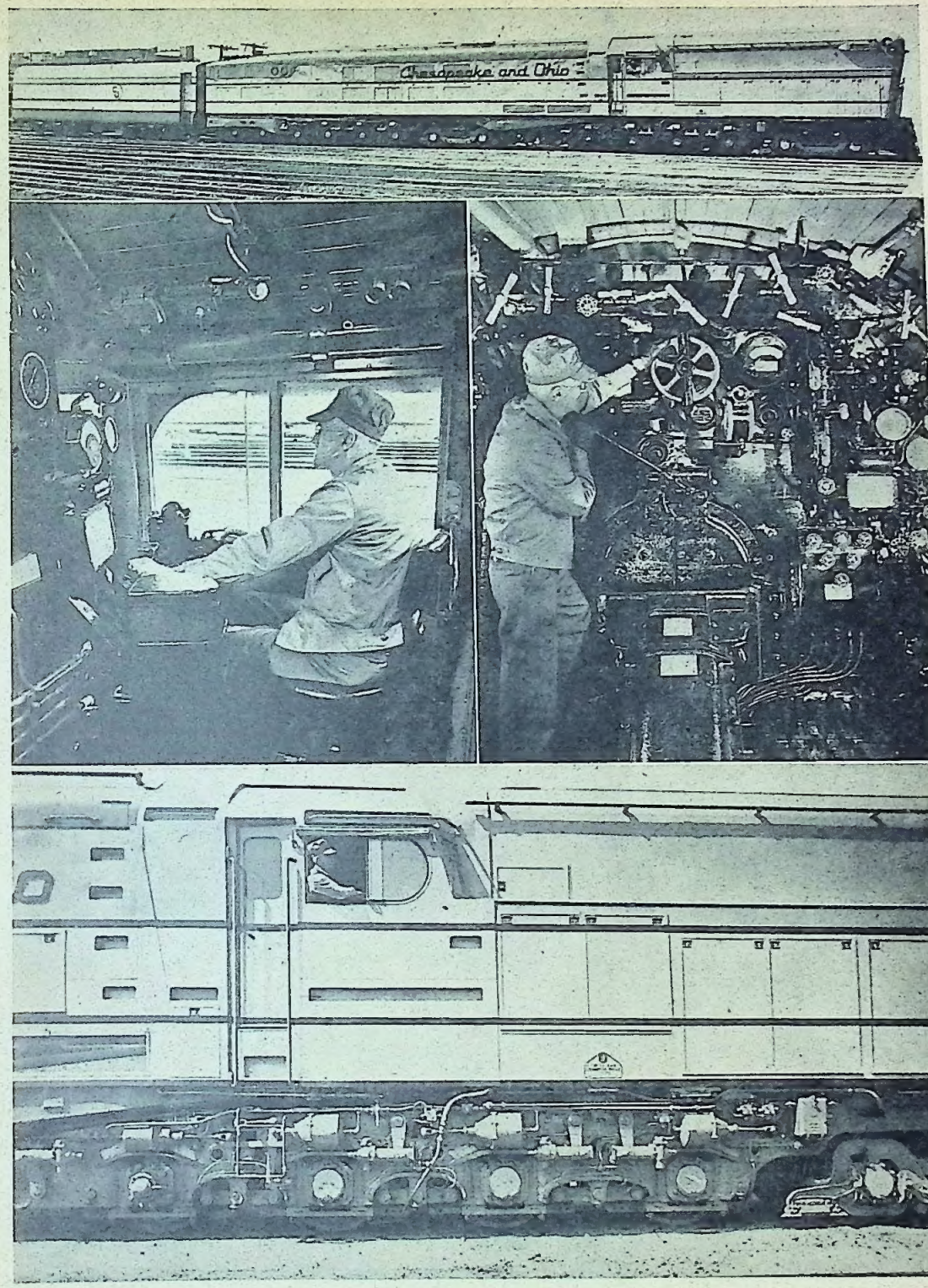
Work Starts on NYC Cars

Work has started on 200 new passenger cars for New York Central. Pullman-Standard announces that this is one of the largest single orders it has ever received from an individual railroad. NYC has already received 153 new cars from a previous order, and the additional 200 cars will be a big step toward complete streamlining of its east-west through trains. The order includes 45 all-roomette cars, 97 combination roomette and bedroom cars, 14 all-bedroom cars, 18 cars with bedrooms in combination with bar and lounge, 15 diners and diner-lounge cars, and 11 train service cars.

Equipment Notes

American Car & Foundry Company has orders for 400 40-ton refrigerator cars for Western Fruit Express, 300 50-ton welded box cars and 100 50-ton high-side gondolas for Gulf, Mobile & Ohio, and 25 50-ton flat cars for Chicago & Eastern Illinois. Santa Fe has ordered 250 70-ton drop-end gondolas, 125 70-ton covered hoppers, and Duluth, Missabe & Iron Range has ordered 500 70-ton ore cars from A. C. F. . . . Union Pacific is receiving bids on 1600 new box cars. UP has already ordered 2000 box cars, 500 automobile cars, and 1400 hoppers, besides 26 head-end passenger train cars, 7 cafe-lounges, 17 diners, 6 club cars, 9 club-lounges and 15 sleepers.

Canadian Pacific will buy 2500 new box cars, 325 overhead-tank



Outstanding exhibit at the A. A. R. mechanical meeting in Atlantic City was the first of C&O's three new steam-turbo-electric locomotives. These engines are being built by Baldwin and will run between Washington and Cincinnati on the streamlined Chessie. With their steam locomotive superstructure and electric locomotive running gear, they are the queerest looking hybrids yet produced in an era of radical locomotive experimentation. Coal bunker is ahead of the engineer, boiler behind him. Turbo-generators are at rear. Roller bearings are used on all axles. Controls are electro-pneumatic.

refrigerators, 250 hoppers, 120 automobile cars, 100 covered hoppers, 26 mail-baggage-express cars, and 50 cabooses. . . . The Southern's 1946-47 program includes 7000 new freight cars and 101 passenger cars. Box cars head the list, with 4000 ordered. Other figures are: Hopper and auto cars, 1000 each; covered hoppers, 150; gondolas, 600; ballast cars, 250.

Railway Express Agency is awaiting delivery of 500 new express refrigerator cars, "100-miles-an-hour reefers." . . . Baltimore & Ohio has asked for bids on 2000 70-ton and 1000 50-ton hopper cars. Already on order and being delivered are 1500 box cars, 6000 50-ton hoppers and 1000 70-ton hoppers.

Pullman-Standard has orders for 10,000 of its new "P-S-1" box cars. The P-S-1 was designed by the company so it can be produced on an assembly line basis. This is expected not only to ease the box car shortage but to result in savings to the railroads even though the railroads deviate from the standard design in minor details. Welding is used extensively, even on body bolsters and draft lugs.

A new lightweight parlor car, the *Tri-Cities*, is now making a daily round trip between Chicago and Rock Island on the Rock Island Lines. . . . Norfolk & Western is reconditioning 10 coaches and 6 coach-baggage combines. Passengers won't be able to tell them from brand-new cars when the Roanoke Shops turn them out with new color schemes, new reclining and rotating seats with foot rests, new plumbing in the four complete lavatories in each car, and roller bearings on the six-wheel trucks.

Odds and Ends

Hostesses have appeared on C&O's *George Washington*. Hostess service will later be extended to all C&O mainline trains. . . . Texas & Pacific has inaugurated economy meals on its dining cars, with breakfasts starting at 50 cents, and other meals starting at 90 cents. Free coffee is available at 10 a. m. and 3 p. m. . . . Arcade & Attica couldn't pay a cash dividend to its 365 stockholders, so it treated the 40 stockholders who attended the annual meeting to a $1 dinner instead. . . . While B&O found it necessary to adjust schedules June 8 when Washington switched to daylight saving time, Jersey Central did not have trouble with "summer time" at all. Every city it serves is on the fast time, so the Central operates on it too.

Denver & Rio Grande Western does not plan to extend the Denver & Salt Lake west from Craig to a connection with the Rio Grande main line near Castle Gate, after it incorporates the D&SL into its system, according to George F. Dodge, D&RGW director of public relations. "I can't say it is for all time an impossibility, but I can say it is no place in our present plans," he said in refutation of a rumor circulated recently. . . . If Erie will operate it, residents of Bolivar, N. Y., will buy the 13-mile Bolivar-Friendship section of the Pittsburg, Shawmut & Northern to keep it from being torn up. Bolivar has no other rail service. . . . Norfolk & Western has started work on a new 16.7-mile extension of the Rockhouse Creek branch from Duo to Deane, Ky., which will tap an estimated 200 million tons of coal. . . . Jersey Central plans to modernize the interiors of its coaches and some passenger stations. . . . Oldest commuter on the Jersey Central is 88-year-old Clinton Wilmerding of Plainfield, who has traveled nearly 350,000 miles in the 65 years he has been riding the trains to and from work in Jersey City.

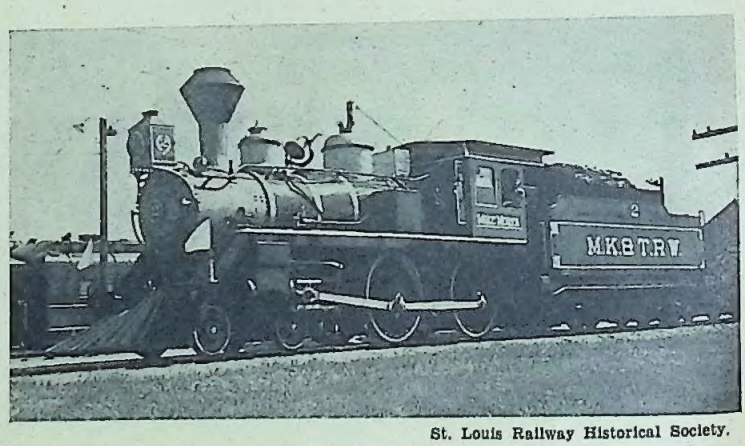
The Petaluma & Santa Rosa Railroad, a 38-mile diesel freight line between the California cities named in its title, has asked I. C. C. permission to acquire and operate two miles of abandoned Northwestern Pacific track, part of NWP's Santa Rosa yard. This track parallels P&SR to Leddy. The idea is to abandon the present P&SR track from Santa Rosa to Leddy, now in a street, to permit improvement of the street.

When the Milwaukee Road added the *Olympian Hiawatha*, it upset the Chicago-Twin Cities streamliner running times. The new coast train was 15 minutes faster than the 7-hour streamliners, so the road clipped 15 minutes off its *Afternoon Hiawatha* schedule. It now makes the run in 6 hours 45 minutes. So do the Burlington's *Afternoon Zephyr* and North Western's *Twin Cities "400"*, whose schedules were also revised. Southbound, all three trains still take 7 hours.

Northern Pacific and Burlington are again providing through sleeping car service between Chicago and Yellowstone National Park. . . . NP's *North Coast Limited* is gradually acquiring its full complement of streamlined lightweight cars. Lounge-buffet, diner-lunch and day-night coaches are now in service; sleepers are expected to be delivered this month. . . . NP has earmarked $8 million for rail and ballast replacements, the largest such program on the NP in 25 years.

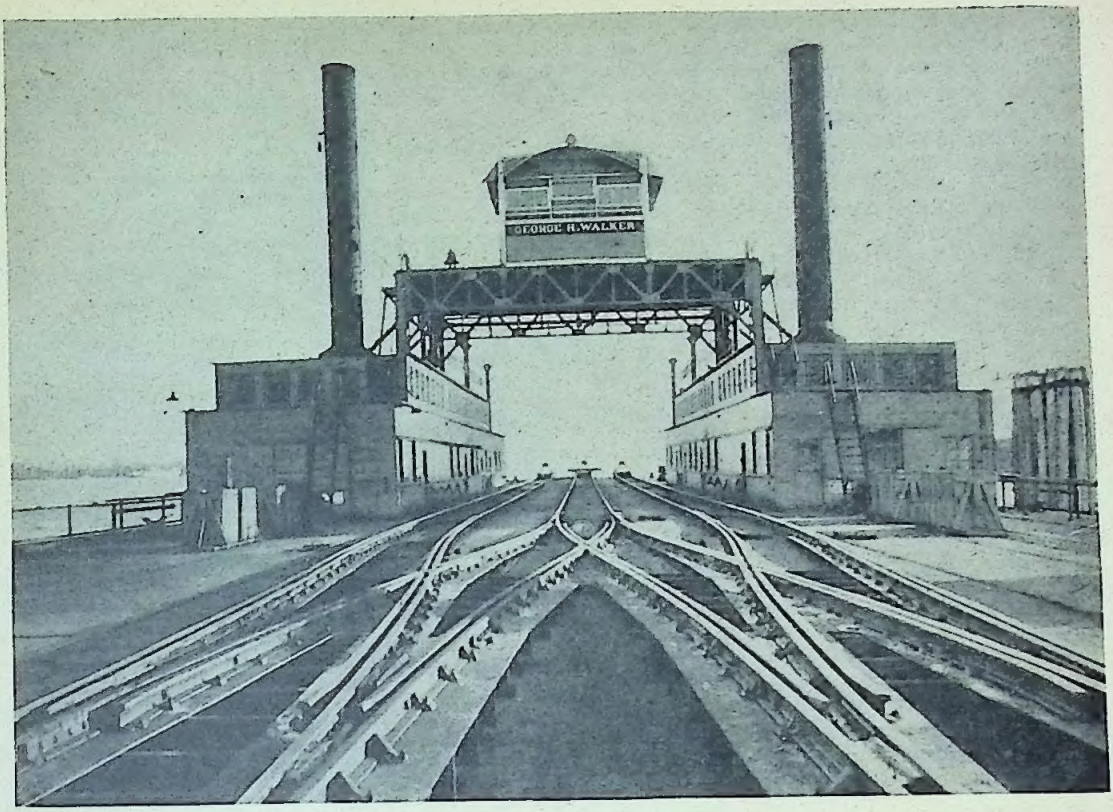
Diesel vs. Steam: Comparative Costs

Six large railroads recently compiled comparative cost figures for the steam and diesel locomotives which they operate. They compared 3600- and 4000-horsepower diesels with modern steam loco-



St. Louis Railway Historical Society.

This old American type locomotive works regularly in branch line service on the Katy, but here she is dolled up for the centennial of St. Paul, Kan.



The Mississippi River train ferry George H. Walker will be sold sometime this month when Missouri Pacific starts using new connections with the bridge at Baton Rouge. When built, 1923, the Walker was the largest steel hull on inland waters.

motives of equal or somewhat higher rated capacity.

The figures show that diesels are more expensive to operate in some respects, but when all the operating figures are added they show a decided saving over steam: 14.9 to 17.9 cents a mile for diesel operation, 31.7 cents a mile for steam.

Maintenance costs are more nearly even. Over a three-year period these six railroads spent 13.4 to 20.9 cents a mile to maintain their diesels, and 18 cents a mile to maintain their steam locomotives.

Total costs, including operation and maintenance, were 30.3 to 38.8 cents a mile for diesels and 49.7 cents a mile for modern steam locomotives.

Railway Age, which published the figures, called them "somewhat significant but by no means exhaustive."

Locomotive Notes

Union Pacific has ordered two more 6000-horsepower passenger diesels at a cost of $1¼ million. This raises UP's postwar improvement spending to $100 million. . . . Alco will build 13 diesel switchers for Canadian Pacific. . . . When all its diesels have been delivered, Southern will have 343 units ranging from 600 to 2000 horsepower. The bill will be $40½ million.

Missouri Pacific plans to have its 564-mile Central Kansas-Colorado Division completely dieselized by next summer. It has placed orders for $15.8 million worth of diesels; 39 of the 49 new locomotives will be used on the western main line and the others will go to the Texas-Lousiana territory. . . . Great Northern has received the first of two new 5000-horsepower straight electric locomotives. It is No. 5018 and can haul 2000 tons up the 2.2 per cent grades of the Cascade Range.

General Electric is factory-testing a 4800-horsepower gas turbine applicable to locomotive use. While Bunker C fuel oil is being used in the tests, preliminary studies indicate that the same unit can be adapted to use pulverized coal as fuel. The engine is a straight through, in-line arrangement of compressor, six combustion chambers, and turbine. . . . The Lamp, published by Standard Oil Company (New Jersey), predicts that diesel locomotives will outnumber steam engines even before the full possibilities of turbine engines can be realized. . . . Chesapeake & Ohio will buy 12 new passenger locomotives: five 4-6-4, five 4-8-4, and two 2000-horsepower diesels. Aggregate cost is estimated at $3,973,920.

Milwaukee's New Coast Train

The Milwaukee Road's new *Olympian Hiawatha* went into service June 29 after equipment delays kept setting back the date of inauguration. Even now the new train is running with an open-platform observation car [see page 6] while Pullman-Standard puts the finishing touches on the new glass-roofed observation cars which will be standard equipment on the six trains that make up the *Olympian Hiawatha* fleet. Other cars

were built in the road's own shops in Milwaukee.

The train embodies many new features, including trucks of the road's own design. Bolster springs are outside the truck frames to afford easier riding. Vertical and lateral shock absorbers lessen jolts. Axles roll on roller bearings, and electrically controlled air brakes work as a unit throughout the train to provide smoother, safer braking.

Another important feature of the new train is its "Touralux" sleeping cars — tourist sleepers which offer new open section accommodations at a reduced price. The *Olympian Hiawatha* carries twice as many Touralux accommodations as first-class.

The *Olympian Hiawatha* also departs from Milwaukee's usual operating practice. Between Chicago and Minneapolis 4000-horsepower diesels are used. Fairbanks-Morse 6000-horsepower diesels then take the train the entire distance from Minneapolis to Seattle and Tacoma, figuratively thumbing their noses at the straight electric locomotives which haul other trains over the Rocky, Bitter Root and Cascade mountain ranges.

Nearly 14 hours have been cut from the old time between Chicago and Seattle. The *Olympian Hiawatha* makes the run in 45 hours, same time established by Great Northern's new *Empire Builder*.

Like Great Northern, the Milwaukee could not simply replace its old coast train with a faster streamlined version, for both roads need a train on slow enough schedule to handle the local business along the line. Both the *Olympian* and the *Empire Builder* formerly were local as well as through trains over much of their routes. When the Big G streamlined the *Empire Builder* and speeded it up, it kept the old equipment in service on the slower schedule to make local stops and renamed it the *Oriental Limited*. Similarly the Milwaukee has kept the old *Olympian* equipment on the job to make local stops which the new streamliner must skip. The old train, on approximately its old schedule, is now called the *Columbian*.

New Trains

Southern Pacific announces that it has placed orders for two more *City of San Francisco* streamliners. Added to the present two trains, they will give daily service between Chicago and San Francisco in place of the tri-weekly service now offered. Union Pacific and Chicago & North Western cooperate in running these trains.

Baltimore & Ohio has two new trains with unusual names: *Washington 80* eastbound and *Pittsburgh 79* westbound. They run between Pittsburgh and Baltimore with identical schedules between Pittsburgh and Washington: 11:50 p. m. to 7:20 a. m. Their distinctive names should prove a boon to the operating department, which always refers to trains by number rather than by name anyway. The new schedule provides through sleeper service from New York City to Columbus, O., by way of Washington, Pittsburgh and Wheeling. . . . Another new B&O schedule consists of trains 69 and 70 between Connellsville, Pa., and Grafton, W. Va. These trains provide through sleeper service between Washington, Morgantown and Fairmont.

Railfan Trips

[Notices must be received by the 10th of the month preceding date of issue.]

August 3: Youngstown & Southern electric lines. Leaves Youngstown (O.) station at 10:30 a. m. Fare, $1.75. Akron Railroad Club, 477 E. Market St., Akron 4, O.

August 10: Pennsylvania Railroad, New York Division and the following branches: Center Street, National Docks Railway, Millstone, South Trenton, Harsimus Grove, Greenville, Rocky Hill, Bordentown, Waldo Avenue, Bonhamtown, Millham, Camden & Amboy east of Bordentown. Photo stops at Waldo Avenue yard, East Trenton engine house and Bordentown wye. Starts 9 a. m., daylight saving time, at Coal Street crossing, near River Street freight station (1 block northeast of PRR station), Newark, N. J. Last connection is the *Washingtonian* from New England. $5.50 before August 4. Joint Railfan Trip Committee, Lackawanna Terminal. Hoboken, N. J.

August 24: Trip over Reading Company electrified territory, including car shop, power dispatcher, and main power station. M. U.'s will be towed by a steam switcher over the 10-mile Stoney Creek branch. Bring picnic lunch or eat in a restaurant at Doylestown. Many fine picture stops, including one to get a Reading passenger train and a Lehigh Valley Transit interurban side by side. Special train will leave Reading Terminal, Philadelphia, at 10 a. m., daylight saving time; North Broad Street station at 10:08 a. m. Reservations must be made before midnight August 18. Fare, $4; children (over 5 and under 12), $2.15, tax included. Edward P. Haines, Quaker Division, Electric Railroaders' Association, 110 E. Durham Street, Mount Airy, Philadelphia 19, Pa.

August 30, 31; September 1: Grand Canyon Holiday, 1146 miles via special Santa Fe train. Leaves Los Angeles at 1 p. m. August 30, arrives at Grand Canyon at 7 a. m. September 1. Returning, leaves at 6 a. m. September 2, arrives at Los Angeles at 10 p. m. Fare in reclining seat coach, $30; in upper berth, $43; lower berth for one, $46; lower for two, $82; tax included, meals extra. Compartments and drawing rooms also available. Reservations before August 26. Railway Club of Southern California, P. O. Box 116, Los Angeles 42, Calif.

August 30, 31; September 1: Annual convention, National Railway Historical Society, Essex Hotel, Boston, Mass. Registration from noon on, August 30. Afternoon program to be arranged; will probably include a roundhouse tour at a cost of not more than 50 cents. Evening, annual banquet with speeches and movies; $2.75 to $2.95. August 31, special steam train to Provincetown over freight-only lines. Probably a side trip to 2-foot gauge Edaville Railroad. Fare, $5.85; perhaps a slight extra charge for bus connection to Edaville Railroad. September 1, chartered trolleys will cover America's oldest subway on its fiftieth anniversary. Fare probably $1.50 to $1.95. Other details and reservations from Langdon Allen, 204 Babcock Street, Brookline 46, Mass.

September 6-7: Salida to Montrose, Colo., and return via narrow gauge Marshall Pass line of Rio Grande. Fare including overnight lodging in Montrose, $10. Write Charles S. Ryland, president, Rocky Mountain Railroad Club, 1701 Washington Ave., Golden, Colo.

September 7: Circle trip over Baltimore & Ohio from Camden Station, Baltimore, Md., via Relay, Point of Rocks on old main line, Brunswick and Hagerstown, then on Western Maryland to Gettysburg, Baltimore, and over the Port Covington branch; B&O back to Camden Station. Details from Baltimore Society of Model Engineers, Irvin V. Kopp, 3829 Echodale Avenue, Baltimore 6, Md.

September 7: New York, Ontario & Western from Weehawken, N. J., to Oneida, N. Y. Party will ride No. 37 as far as Cadosia, then take special train. One-way fare, $8.50 before September 1, $9 afterward. Joint Railfan Trip Committee, Lackawanna Terminal, Hoboken, N. J.

September 15: Springfield Terminal Railway, Vermont. Electric line. Details from Howard E. Johnston, 78 Sandford Avenue, Plainfield, N. J.

September 21: Via Erie Railroad from Jersey City to Weehawken; New Jersey Junction Railroad to Penn Junction; Pennsylvania to Kearney Junction; Delaware, Lackawanna & Western to Morristown; Morristown & Erie to Essex Falls; New York & Green Lake to Jersey City. Stopovers to see Willow Avenue Tower, and M&E roundhouse; also to see equipment of Hoboken Shore Road and Sperry Rail Service. Train will run through PRR's Meadows Yard. Estimated cost, $4.50. Details from Joint Railfan Trip Committee, Lackawanna Terminal, Hoboken, N. J.

1948: The Joint Railfan Trip Committee, Lackawanna Terminal, Hoboken, N. J., has prepared tentative plans for two 1948 vacation fan trips. One would be a two-week tour of Colorado, the other a one-week trip in the East. The committee will send a bulletin describing these trips on request, and asks that interested persons return the coupon showing which trip they are interested in, so that ample advance preparation can be made for one or both of the trips.

"Now If I Ran This Railroad—"

Robert R. (There's-That-Man-Again) Young has invited C&O patrons to tell him how to run the railroad. Passenger representatives distribute a questionaire in booklet form, titled "Now if *I* ran this railroad—" and passengers are asked to check their preference as to entertainment, dining service, methods of buying tickets, etc. While the questionnaires can be filled out with simple check marks, space is also provided for comments.

Paul Bunyan Locomotives

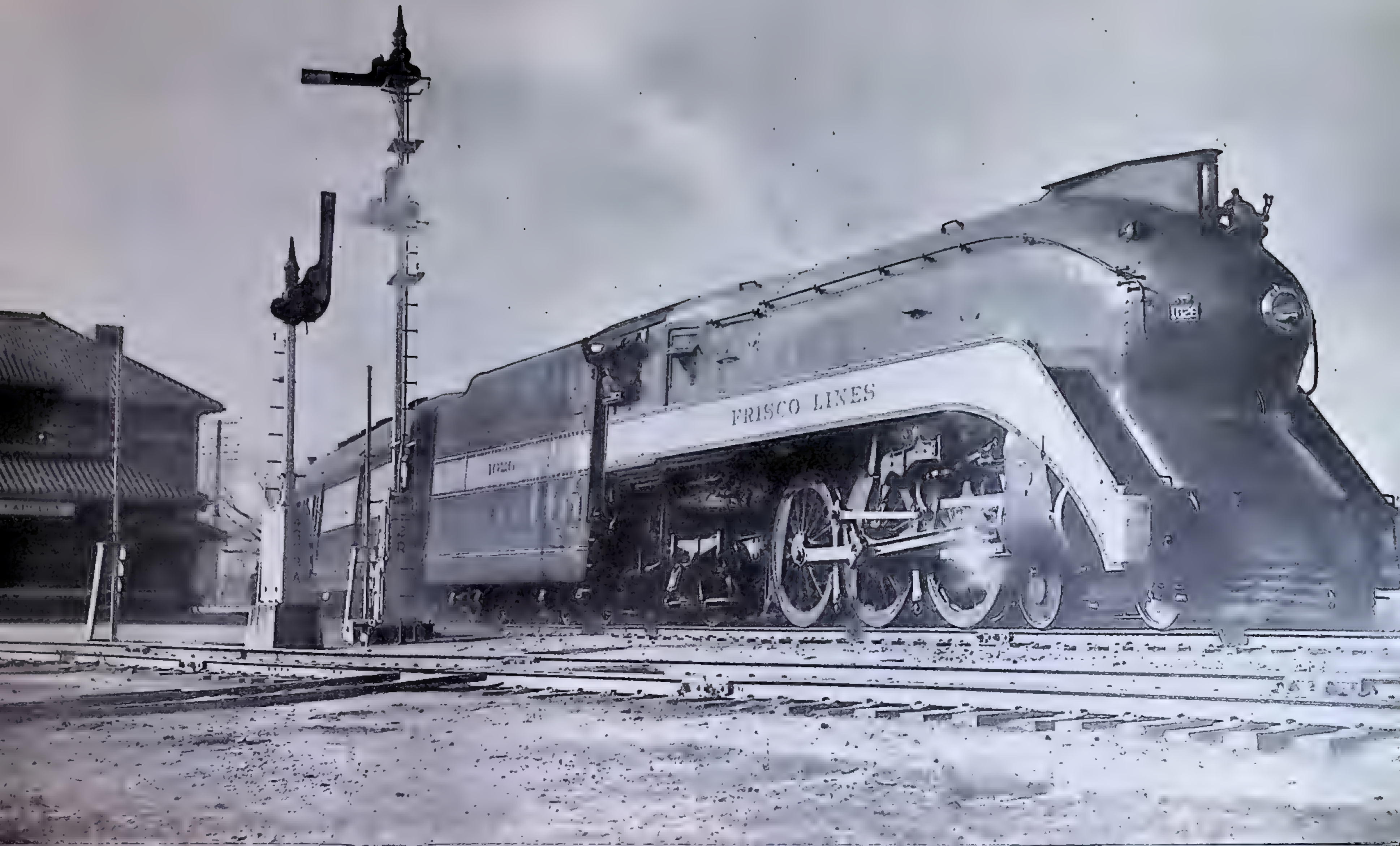
"These engines were equipped with poppet valves, 80-in. in diameter." — *Railway Age*, June 26, 1947.

We suppose the engines were a failure because they couldn't generate enough steam.

A. C. Kalmbach.

The *Firefly* at Sapulpa

When the St. Louis-San Francisco Railway changed the schedule of train 118 (and its mate, 117) last spring, running it from Dallas to Kansas City instead of from Oklahoma City to Kansas City, it also changed the name of the train from the *Firefly* to the *Texas Flash*. Here the eastbound *Firefly* gets under way for Tulsa on the old Oklahoma City-Kansas City run, after stopping at Sapulpa to take on passengers. Track in foreground is the line to Dallas over which 117 and 118 now run as the *Texas Flash,* Sapulpa being the junction point. Frisco Lines photo.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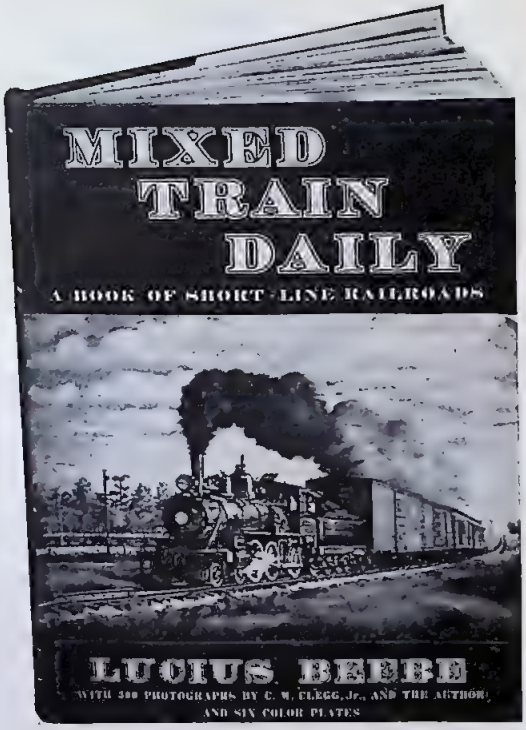
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Take a Ride on the Reading

America's largest anthracite carrier is one of the biggest and best-managed terminal roads in the United States

BY FRANK P. DONOVAN JR.

Some wag has said the Reading's chief claim to nation-wide popularity stems from the fact that it is one of the three key railroads in the popular game of "monopoly." No one, it is asserted, has ever heard of the road, let alone used it, save for folks living on the Eastern Seaboard somewhere along the Delaware River and, of course, the millions who vicariously "take a ride on the Reading" in that favorite parlor game. A good portion of these players call the railroad "the Reeding." The folk along the line itself give it the English pronunciation "Redding." To the man from California, or even the Carolinas, the Reading is in truth a pagan road; but to anyone in eastern Pennsylvania or southern New Jersey it is a trunk line of no mean importance. And to Philadelphia it is an institution. Riding the Reading for Philadelphians is just like shopping at Wanamaker's, eating at a Horn & Hardart Automat, or (before its abandonment), going for an outing on the Fairmont Park Trolley.

Probably the best way to get acquainted with this strategic 1367-mile Class 1 carrier is to go to the center of town and visit that grand old structure, Reading Terminal. Here is the heart of the railroad, and here in the eight-story building is housed the major executive staff. Your typical Philadelphian, however, will more than likely first escort you through Reading Terminal Market, just beneath the lofty train shed and directly below its 13 tracks.

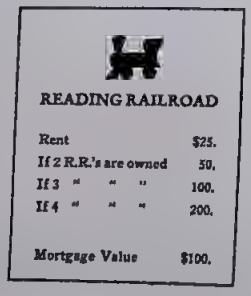
Time was when rich people living in the road's beautiful suburbs would phone to the market for choice cuts of meat, upcountry vegetables, and delicious sea foods. Orders were promptly filled and dispatched to the train platform for shipment on the first convenient local. A coachman then met the train and delivered the foodstuff for milady's supper.

The Market, with its fragrant booths and sawdust-covered floor, is still much of a tradition, and is very dear to the heart and stomach of Philadelphians. It is the largest farmers' retail market in the country and grosses approximately $20 million annually. Here are stout Pennsylvania Dutch tradesmen and conservative old Amish or Dunkard ladies, wearing quaint bonnets, wrapping sweet butter or fresh homemade bread. Gourmets may find Delaware shad, terrapin, Chesapeake Bay oysters ("R in season") and clams in one stall, and frogs' legs or hickory-smoked hams in another. But most distinctive of all are the products which make the city famous: Philadelphia ice cream, Philadelphia scrapple, and Philadelphia cream cheese.

The station proper, like its Market, was fashioned for other days, and while modernized to a degree, has a strong flavor of yesteryear. If you elect to go directly to the train shed, as many commuters do, you ascend a none too modern stairway from either Market or 12th Street. To purchase tickets, however, one is obliged to go to the many grilled counters on the ground floor. Here in a rather up-to-date setting is a waiting room, chiefly for bus passengers of the Reading Transportation Company (a railroad affiliate), and a branch post office. Baggage can be checked on the street floor and periodicals purchased at the two busy news stands.

The main waiting room upstairs is spacious and bright with a smart restaurant on one side and a barber shop on the other. Of unusual interest is a large-scale model of the road's G-1sa or Pacific-type locomotive near the towering windows facing Market Street. Ordinarily the station is moderately busy, but during the morning and evening rush hours it is jammed with hurrying commuters. To witness the many suburban trains moving clocklike in or out of the vast train shed lends emphasis to the familiar saying "Nobody ever lives *in* Philadelphia." Of the 24,322,092 passengers carried annually over Reading rails, probably some 90 per cent are commuters going to or from the Terminal.

In contrast to the many electric commuter trains and an appreciable amount of steam suburban locals are the big time, inter-road expresses panting impatiently for points on the Jersey Central, Lackawanna, Lehigh Valley, or Canadian National. No, even in "Philly," one seldom thinks of the Reading as a company operating Pullman sleepers, nicely appointed diners, and parlor-observation units. Yet such is the case. There is a lot more to the Reading than you think, and infinitely more than the outlander ever dreams about. Let's



W. P. Ratchford, 1427 E. Mt. Pleasant Ave., Philadelphia, Pa

New York-Philadelphia express rolls around curve near Oak Lane station in Quaker City's pretty suburbs.

see where the road operates and whence these fleets of trains are going. In so doing we can prime ourselves with a geographical knowledge of the system and later picture the Reading as a heavy duty freight handler, the nation's largest anthracite carrier.

Main line of the Reading was, is, and will continue to be the low grade route along the Schuylkill River from Philadelphia to the town from which it takes its name, thence through the anthracite region via Shamokin to Williamsport and Newberry Junction. Bisecting the main stem at Reading is the important "bridge route" from Allentown in a general westward direction to Shippensburg. Two auxiliary lines of the utmost strategic value are the New York Branch from Philadelphia to Bound Brook and Port Reading, both in New Jersey, and the Bethlehem Branch to that great steel center. Another complement to its closely knit system is the feeder from Sinking Spring to "the Pennsylvania Railroad towns" of Lancaster and Columbia. To round out the property, a sinuous branch leaves the two-track main line at Birdsboro (just below Reading) for the steel mills of Coatesville and the duPont dynasty in Wilmington, Del.

Not all of these lines have passenger service, although most of them support such operation for a major part of their routes. But the road has an unusually heavy coach traffic all out of comparison to its size. Nowhere is this more apparent than in the Reading Terminal.

Although the Reading has nothing like the *Broadway Limited* of the Pennsylvania and cannot boast of through cars from coast to coast, it does feature the *Crusader*. This Philadelphia-Jersey City train is streamlined from engine headlight to observation end. A steam train with parlor-like accommodations at coach fare, complete with dining car and cocktail lounge, it is the standard bearer of the Reading Lines. You were formerly reminded of this when you bought your ticket with a coupon attached showing that you were billed for *the* train and were, in effect, one of the elect. The sign atop the train gate is in Old English, and the crewmen, well-fed and of aristocratic mien, stand alongside its polished steel like monitors guarding His Majesty's coach.

The once familiar slogan, "To New York every hour on the hour in two hours," is not quite true today, but Reading limiteds connect the two cities with convenient, although not hourly, service. The *Crusader* speeds over Reading-Jersey Central rails twice every weekday, and other expresses, pulled by high-wheeled Pacifics, supplement the service. East of Bound Brook the trains use the metals of the "Central" to Jersey City, where a ferry takes passengers to New York City.

Geo. M. Hart, Box 237, George School, Pa.

Evening local at George School, Pa., where George Hart of that Quaker school has many old-time Reading photos in the station waiting room.

Another famous train is the *Black Diamond,* operating through cars in conjunction with the Lehigh Valley to Bethlehem (where it leaves Reading rails), Mauch Chunk, Wilkes-Barre, Geneva, and Buffalo. Frequently this 10-hour daylight express is double-headed, with all seats taken and the mail and express cars heavily laden. An additional train to Lehigh Valley points is No. 313, leaving the Terminal at 8:05 (weekdays) and chuffing into the mining community of Wilkes-Barre just before the clock strikes one. To this list of coal-country daylighters may be added the *Scranton Flyer,* with through parlor coach and coach, operating over the Jersey Central, also via the Bethlehem gateway.

The Reading's large family of commuters has generally left the Terminal when Pullman conductors pull up a table in front of the information counter and prepare to check space. First train out is at 7:15 p.m. for the arduous 514-mile trek over mountains, across two states and the international boundary to Toronto. As you have probably guessed, the Canadian-bound express, after leaving the Reading, uses the "Valley" to Suspension Bridge, N.Y., where a Grand Trunk locomotive takes over for the remainder of the run. Then, except for some theater-goers and routine activity, the Terminal is quiet.

Not for long, however. As the clock in the waiting room nears 11 p.m. (on weekdays) the Reading-Lehigh Valley train carrying sleepers for Buffalo and Rochester is preparing to leave. It is unromantically known as "331" yet romantically remembered as a favorite for newly-weds bound for that honeymoon loadstone, Niagara Falls. ("To Niagara on a sleeper, there's no honeymoon that's cheaper, and the train goes slow.") Finally, 45 minutes later, the *Interstate Express* begins its meandering course to Bethlehem, then over Jersey Central tracks to Scranton, and on Lackawanna rails from that city to Syracuse. Since the train does not reach the Mohawk Valley until 10 in the morning, the DL&W obliges with a buffet-diner from Binghamton to destination.

While most of the charm and, I suspect, some of the velvet is in the heavy through passenger trains, there is romance, to paraphrase Kipling, in the 9:15. Every Philadelphian hankers for a home, and preferably one in the country or suburbs. Ministering to the commuter is an art which the "largest anthracite road" has perfected in its characteristic thorough-going manner. Speed, comfort, moderate fares, and frequent service make commuting one of the amenities of living "along the Reading." True, the road's suburban passengers may not have the hoity-toity demeanor of the "Main Line" along the Pennsylvania, but it is nevertheless a social distinction to live within the Reading's commuter corridor. The beautiful Huntingdon Valley along the New York Branch, with its English styled homes and attractive Shakespearean countryside, does vie with the "Main Line" in social prestige and cultural endowments. Well-to-do Philadelphians have a way of saying "We live along the Reading," which implies a chauffeur, gardener, or at least a trim home beyond the clamor of trolley or cobblestone.

Some of the road's suburban lines tap numerous points in common with the Pennsylvania, yet the bulk of Reading's passengers are held in fee simple. The distinctive tenor-and-base whistle of the multiple-unit electrics generally denotes the Reading's commuter kingdom. This may be heard along the New York Branch to West Trenton and the single-track lines to Doylestown and Hatboro, as well as the simon-pure suburbs on the double-track route to Chestnut Hill. To Norristown, however, is hotly competitive territory where commuters on the Reading's non-descript green cars make faces at their neighbors who retaliate from the Tuscan red coaches of the Pennsylvania. A technical purist doubtless would ascribe superior riding qualities to one road or the other, but an impartial observer simply recalls the episode of Tweedledum and Tweedledee and lets it go at that.

The Reading's steam service for suburbanites, however, is more of the old order. The Newtown local, pulling into the Terminal, powered by a clean and well-preserved camelback of uncertain vintage, is something to behold. Blending even better with the 1893-model train shed is the early arrival of Frankford's lone train with its brace of cars behind a humped-back Ten-Wheeler. Incidentally, this train-of-the-past runs just *from* Frankford. Passengers returning to that community are left to their own resources, for the engine takes only mail cars for the huge Sears-Roebuck plant (near Frankford station) on the outbound trip. Meanwhile the 5 p.m. local picks up the two coaches left at the Terminal and runs to Cheltenham, deposits its commuters, and backs the short distance to Sears. It then swaps passenger equipment for mail cars which have been loaded during the day and puffs townward. The waiting Frankford locomotive again regains its coaches and the daily cycle is repeated.

The prime mission of the Reading Company is hauling anthra-

cite from the mines of eastern Pennsylvania to tidewater at Port Richmond in Philadelphia, and Port Reading on greater New York Harbor. Almost one-half of the road's freight revenue is derived from coal, both anthracitic and bituminous, although the latter comes entirely from off-line points.

In contrast to the average trunk line, the Reading's coal-laden hopper cars move 66 per cent of its tonnage, whereas the next runner-up, manufactured goods, accounts for a little over one-fourth. Of the remaining freight, about 2 per cent comes from agricultural products, slightly less than from the forests, and an even 1 per cent from livestock. A scant 0.9 per cent is l. c. l.

By reason of its strategic location, the Reading has one of the most important terminal, bridge, and interchange lines in the nation. Being compact and confined to a closely-knit and highly-developed area in eastern Pennsylvania, a part of New Jersey, and a tiny but thoroughly industrialized sector of Delaware, it is characterized by heavy two-way traffic. All this, mind you, is within a 100-mile radius of Philadelphia, and includes such cities as Trenton, Jersey City, and New York; the Pennsylvania towns of Bethlehem, Allentown, Reading, Lancaster, and Harrisburg; and the city of Wilmington in the northern tip of Delaware. Indeed, the only sizable community outside of the 100-mile orbit is Williamsport.

No matter where you live in America, it's an even bet that industries along the Reading enter your life in some manner or form. Perhaps your sidewalk is made of Lehigh Portland cement from Chapman, Pa., the kitchen stove is from Bethlehem Steel, or the rug under your feet is from Wyomessing Mills in Reading. The streamliner going through your town is probably from Budd's modern plant at Philmont, or if your locale is on an all-freight branch, that train is more than likely powered by a Baldwin locomotive built in the famous Eddystone plant. The Hershey bar (made in the "chocolate town" of Hershey) is a household name, as are duPont products, many of which come from Wilmington. Your home may have a tiled bathroom or a crude, outdoor privy, but Scott tissue from Chester is no respector of commodes. Not all these manufacturers are served exclusively by Reading, yet, with 4.92 industries per mile of main line, it is almost impossible to survive man's allotted four score years and ten without being served by this extraordinary railroad.

From the foregoing, one can readily divine that a huge chunk of Reading freight originates on home rails. Yet the surprising thing is that something like a third of all the road's freight is "bridge traffic" received from and delivered to connections. Here in itself is evidence of a wide-awake traffic department on a progressive railroad. It takes nicely coordinated schedules, efficient operation, and salesmanship of a high degree to get and hold tonnage of this nature. We ask the traffic man for an explanation.

"Have you ever heard of the Central States Dispatch?" the freight solicitor asks.

"Not yet," we admit.

"Or the Blue Ridge Dispatch?"

"Not yet," we repeat.

"Well, then, draw up a chair, for herein lies the answer to much of our bridge traffic. Here, we'll say, is a Gary manufacturer with a siding on the B&O and a carload of machinery billed for New England. If he wants that stuff barrelled right through, he'll route it B&O-CSD to the New Haven, the delivering carrier. This is the Central States Dispatch — many railroads, many junctions, but a fast through route without the usual terminal congestion.

"His shipment goes over B&O rails to Cherry Run, Md., just below the Pennsylvania state line, where the Western Maryland picks it up and forwards it to Lurgan, an important interchange point near Shippensburg. An awaiting train on the Reading highballs the car to Allentown; thence it rolls over the Jersey Central to Easton." He paused for an instant so that we could follow him on the map. "Then the Lehigh & Hudson River speeds the shipment along its 85-mile line to Maybrook, where the New Haven ties onto the car and delivers its cargo to its destination."

This squat Mother Hubbard↓ shunts cars around the sharp curves of Philadelphia's many industrial sidings. The little switcher was built in the company's shops in 1913 and was one of a fleet which has been superseded largely by diesels. The Reading's Tom Thumb cabooses like this four-wheeler↘ pictured at Pottstown are now rapidly becoming a memory.

Paul Hadley, 1506 S. 2nd St., Philadelphia 47, Pa.

Bert Pennypacker, Box 341, Coatesville, Pa.

"Don't you see?" the railroader queries. "No terminal delays in the crowded yards of New York, no lighterage, no bottlenecks of any kind."

"And the Blue Ridge?" we ask.

"The same principle holds true, only this time it's mainly soft coal instead of machinery. The routing? Chesapeake & Ohio to Waynesboro, Norfolk & Western to Hagerstown Junction, and Western Maryland to Lurgan. From there it's the same as CSD to Maybrook if the coal is for New England points, or if destined for New York, the CNJ will be used from Allentown to the Jersey City docks."

"But don't let all these railroads scare you," said the railroad man with a twinkle, "as they did a new industrial traffic manager of my acquaintance." With this the solicitor leaned back in his chair and related the following story:

"This young man had a shipment on the Wabash bound for Massachusetts. Naturally, he contacted that railroad, and its agent suggested the so-called 'Alphabetical Route,' a standard freight dispatch, for his particular purpose. The inexperienced manager was about to consent but as an afterthought asked what railroad it would go over when it left the Wabash. In a matter-of-fact way the agent droned: 'Wheeling & Lake Erie, Toledo to Pittsburgh Junction, Pittsburgh & West Virginia to Connellsville; Western Maryland to Shippensburg; Reading to Allentown; Jersey Central to Easton; Lehigh & Hudson River to Maybrook; and New Haven to destination.' That queered the deal! No amount of argument could convince the new manager that such a routing was feasible, prompt, or expedient. The same man, however, subsequently learned the hard way that the combination of many railroads and few busy terminals is often preferable to one or two through carriers and innumerable congested yards. Today that young chap, like an old line shipper, regularly specifies the Alphabetical Route, which is much to our liking."

Another lucrative source of revenue is from the time-honored route of the B&O, which gains entry into New York via trackage rights on the Reading from Park Junction, Philadelphia, to Bound Brook, and thence over the Jersey Central. Finally, the fact that the Reading has 43 points of interchange with other roads accounts for much bridge and interline freight.

As a terminal or an originating carrier, the Reading is even more admirably situated. Biggest single on-line product is hard coal, and hauling this typical Pennsylvania commodity from mines to tidewater is a natural for the Reading. Great trains of 75 or more hopper cars rumble along the spirit-level route to Philadelphia and New York harbors. This is the real Reading, road of coal tipples and breakers; of sharp spurs and steep sidings. Indeed, grades of 3 per cent are not uncommon in the mining areas, and at least one goes up to 4.6 per cent. Some of the grandest scenery is passed only by freight trains along the eastern end of the Catawissa Branch. In the heart of the coal producing area nature is more frequently at its worst. Miles of gutted countryside, mountains of slate and refuse, and acres of deforested land attest to the devastating effect of the mine. To go through this region is to enact right here in America a scene such as that in *How Green Is My Valley.*

For high realism there is no place like the St. Clair yards, where miles of coal-laden hopper cars await shipment to various parts of the East. And always near the long rows of jet black freight are the towering breakers, heaps of coal, and the dirty, rugged miners. From the counties of Columbia, Northumberland, and Schuylkill come practically all of the Reading's anthracite. As a matter of fact, the world's largest hard coal breaker is at Locust Summit, served exclusively by Reading. Here raw coal is broken, sized, cleaned, and made ready for home or factory.

The bulk of the railroad's anthracite is sent to Philadelphia and New York. An appreciable amount also goes to New England, the Middle Atlantic States, and Canada. At the busy Rutherford yard, one can see the strange spectacle of anthracite going west from the hard coal

David P. Lewis

Coal is still the mainstay of the Reading, and these long lines of loaded hopper cars→ at Locust Summit, Pa., attest to the fact that the road is "America's largest anthracite carrier." World's biggest hard coal breaker↖ grades anthracite at Locust Summit.

mines of the Keystone State, and bituminous coal rumbling east from the West Virginia colleries. Incidentally, considerable soft coal also comes from Pennsylvania's Clearfield county area by way of the NYC to Newberry Junction, and thence over the Reading to tidewater.

Closely associated with coal traffic are the road's ports, one in Philadelphia and the other opposite greater New York. Port Richmond on the Delaware is one of the most extensive tidewater terminals in the United States. This Quaker City port, owned entirely by the Reading, covers 275 acres, and has a storage capacity of 5800 cars. Hoppers coming to Richmond are picked up bodily by a powerful coal-dumper, and the contents of each of the 50- to 70-ton cars are emptied, all in 90 seconds. If it's grain arriving at the port, a 2½ million bushel concrete elevator will store it until the next dock strike is over. Iron ore may come by the boat load, but two electric gantry ore diggers, handling 400 tons an hour, make quick work of dispatching the precious metal from ship's hold to car. Boats call at Port Richmond from many nations to take goods labeled for all parts of the globe.

Also in Philadelphia is the Reading-owned Terminal Commerce Building occupying an entire city block. It is the largest warehouse, office, and show room facility in the East. For fruits and vegetables, the Reading and Baltimore & Ohio have jointly erected the $5 million Philadelphia Perishable Produce Terminal. Located in the center of the wholesale produce district, its yard, cold storage, and marketing facilities are among the most modern in America. Some of the city's biggest dealers can be seen bidding for newly-arrived provisions, but the most interesting sight is that of the colorful Italian hucksters jabbering and gesticulating while the early morning dew is still on the melons.

Hardly less impressive is Port Reading, serving New York Harbor with the same efficient, labor-saving methods as in Philadelphia. Big? Yes, and second only to Philly's "Richmond" in size and capacity. With storage facilities for 3000 cars and a highly modern coal dumper, the port handles approximately 4½ million tons of this fuel yearly. Indeed, most of the Reading's marine fleet is kept busy seeing that the jet-black freight is ferried to New York piers for Gotham's consumption.

We speak of the Reading as a modern railroad in this day and age as though "modern" is peculiar to our generation. As a matter of fact, our fathers and grandfathers referred to the old Philadelphia & Reading as being progressive and up-to-date. Truthfully, it can be said this comparatively small road has always been in the forefront—modern if you will—a company with a long and significant past. One can no more brush aside its history than one can describe contemporary Philadelphia without some reference to the Liberty

Reading Co

Bell. Nor can one write even a moderately comprehensive story of American railroading and leave out the Reading.

Who purchased Baldwin's first locomotive? What railroad constructed the first iron bridge? What company's shops have for over a century served as a laboratory for the development of motive power, and as a training school for some of the country's most capable engineers? The answer is, of course, the Reading.

Basically the Reading was born to haul coal — a role which it has played for well over a hundred years. Chartered December 5, 1833, as the Philadelphia & Reading, to connect the two cities in its title, the road was completed six years later to the day. The original route was laid out by Moncure Robinson, probably the greatest civil engineer of his time. Subsequently, the P&R obtained control of the Mine Creek and Mine Hill & Schuylkill Valley railroads — small coal roads running out of Port Carbon — both of which commenced partial operation in 1829. A cluster of other short anthracite roads, incorporated the same year, was later taken over by the P&R. So the company may be said to have its origin as a railroad in 1829 or 1833, depending on how you reckon your history.

On another property, now part and parcel of the Reading, was the suburban carrier, the Philadelphia, Germantown & Norristown Railroad, incorporated in 1831. It was the recipient of Matthias W. Baldwin's first locomotive, *Old Ironsides*. When the pioneer engine wheezed from Philadelphia to neighboring Germantown, six miles distant, on its trial run November 23, 1832, a new era for commuters was presaged. True, with sublime conservatism the road advertised ". . . the Locomotive . . . will depart daily, when the weather is fair . . ." and on inclement days old dobbin was expected to take over. Baldwin was irked at this, as he was over the controversy in regard to the engine's price, and he remarked to a friend, "This is our last locomotive." How wrong he was!

The story of the Reading's own motive power development is a saga in locomotive building, experimentation, and repair, the like of which has never been equaled by any road of comparative size. Names such as Kirk, Millholland, Wootten — all Reading-trained men — will go down in locomotive history. Brilliant original thinkers, master machinists, and pioneers in motive power research, they toiled in the company shops at Reading to perfect the Iron Horse. The town of Reading compared notes with the city of Philadelphia: the Quaker City built locomotives; the up-state Dutch town tested them and constructed more than a few of its own.

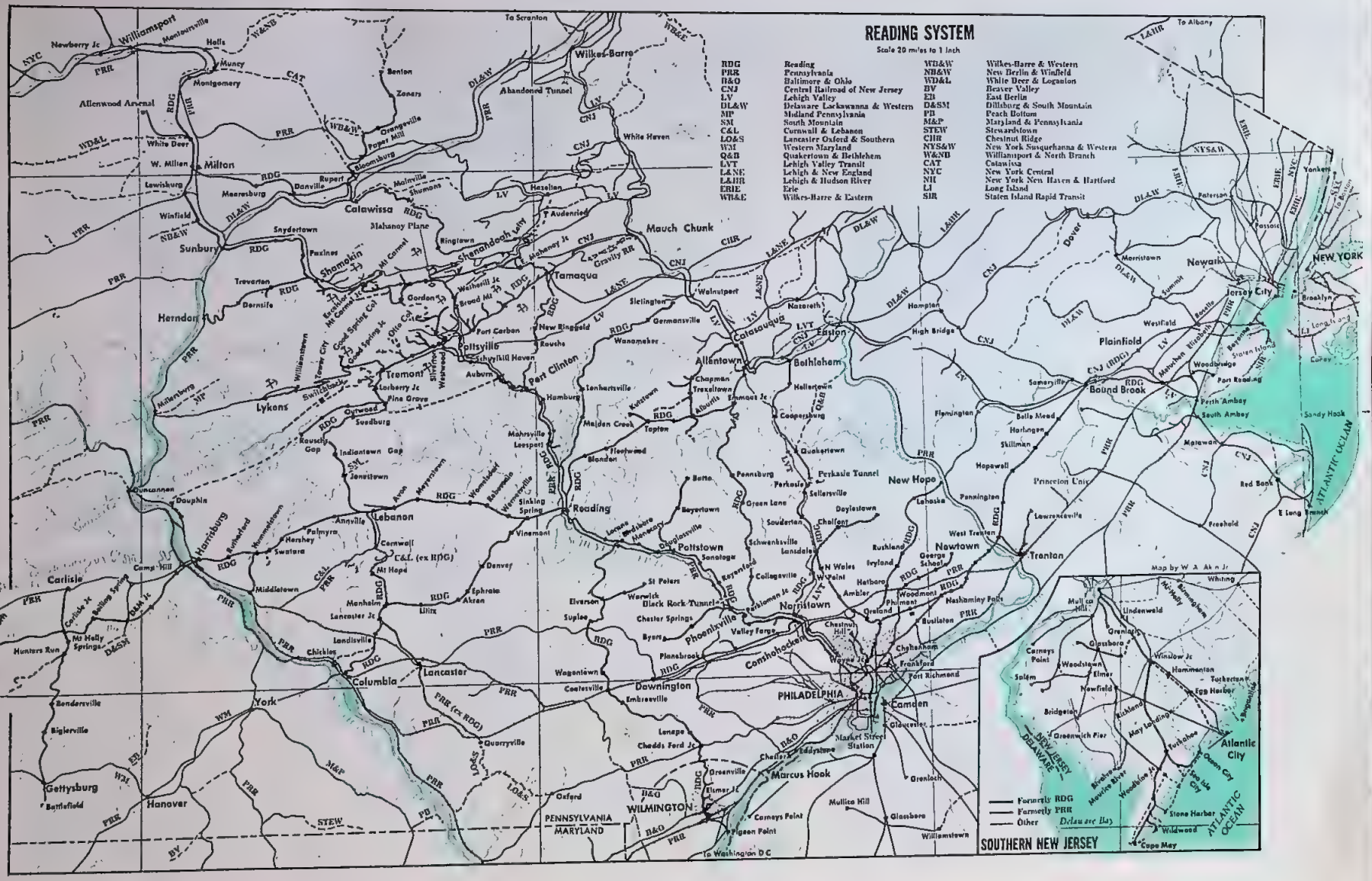
When the P&R ordered a locomotive in 1839 from Eastwick & Harrison, another Philadelphia engine builder, the specifications were rigid and exacting. The unit came according to plan — and something more. On one of its early runs it tugged away at 101 loaded four-wheel cars weighing 432 tons and brought the whole train from Reading to Philadelphia at an average speed of 9.82 miles an hour. This behemoth of its day was called the *Gowan & Marx* and featured (for the first time) a blower, besides other refinements for improved weight equalization, and a horizontal, tubular boiler heated by anthracitic coal. Since the engine weighed only 11 tons, it pulled over 40 times its own weight — not a bad ratio even now! So outstanding was this feat that it attracted the attention of two Russian commissioners, and to satisfy the Kremlin's demand for similar motive power, Eastwick & Harrison moved its entire locomotive works to St. Petersburg.

With the coming of Lewis Kirk as "master of machinery," the Reading shops built its first passenger and freight locomotives. The Kirk-built engines, while not an unqualified success, paved the way for future experimentation, and the shops under his direction undertook heavy repairs of the road's rapidly expanding fleet of motive power.

Kirk's successor was James Millholland, who not only continued pioneering in locomotive design but matched it with the standardization. When he became master of machinery in 1848, railroading was a highly individualistic business with an amazing variety of locomotives, and a picturesque name for each one. When Millholland retired 18 years later, the status of the industry had not appreciably altered except for a few instances on one or two larger trunk lines, and on the Reading. Chalk that up to the foresight and common sense of James Millholland. He made the 4-4-0, or American type, standard for passenger service; the 4-6-0, or Ten-Wheeler (called Gunboat at that time) uniform for freight operation, particularly the "coal trade"; and the 0-10-0, or "Centipede" of the same general design for pusher duty. Other varieties of engines existed on the road, but Millholland singled out the most practical, and either built these in his greatly expanded shops at Reading, or had them constructed elsewhere.

Enter now John E. Wootten. If Kirk was the pioneer, Millholland the standardizer, Wootten was the economist. As general manager, he was greatly dismayed in seeing coal too small for domestic use thrown from the breakers into ever increasing piles of waste or culm. Experience (at that time) had proved the ordinary locomotive grate much too small for the broad surface required to burn this discarded potential fuel. After some study and audacious redesigning, he evolved what came to be known as the Wooten boiler: a boiler placed well above the drivers so that the grate width was limited only by the loading gauge. The cab straddled the boiler, separating the engineer from the fireman. It gave the appearance of a hump, hence the nickname "Camelback."

Many of the Wootten-type locomotives were noted for fast running, especially on the two Reading speedways: on the New York Branch and over the Atlantic City Railroad (now part of the Pennsylvania-Reading Seashore Lines). On July 2, 1898, a fleet Camelback Atlantic made the 55.5-mile run from Kaighn's Pier (Camden) to Atlantic City in 45¼ minutes at an average speed of 72.9 miles per hour. Watching the 84¼-in. drivers roll on Baldwin-built No. 1028, was the late Samuel M. Vauclain, doubtlessly, although it is not recorded, wearing his derby.


READING SYSTEM
Scale 20 miles to 1 inch
RDG Reading
PRR Pennsylvania
B&O Baltimore & Ohio
CNJ Central Railroad of New Jersey
LV Lehigh Valley
DL&W Delaware Lackawanna & Western
MP Midland Pennsylvania
SM South Mountain
C&L Cornwall & Lebanon
LO&S Lancaster Oxford & Southern
WM Western Maryland
Q&B Quakertown & Bethlehem
LVT Lehigh Valley Transit
L&NE Lehigh & New England
L&HR Lehigh & Hudson River
ERIE Erie
WB&E Wilkes-Barre & Eastern
WB&W Wilkes-Barre & Western
NB&W New Berlin & Winfield
WD&L White Deer & Loganton
BV Beaver Valley
EB East Berlin
D&SM Dillsburg & South Mountain
PB Peach Bottom
M&P Maryland & Pennsylvania
STEW Stewardstown
CHR Chestnut Ridge
NYS&W New York Susquehanna & Western
W&NB Williamsport & North Branch
CAT Catawissa
NYC New York Central
NH New York New Haven & Hartford
LI Long Island
SIR Staten Island Rapid Transit
Williamsport
Wilkes-Barre
Milton
Sunbury
Shamokin
Mt Carmel
Tamaqua
Mauch Chunk
Calawissa
Herndon
Tremont
Pottsville
Port Clinton
Allentown
Bethlehem
Easton
Lykens
Lebanon
Harrisburg
Carlisle
Reading
Lancaster
Columbia
York
Hanover
Gettysburg
Newark
Jersey City
NEW YORK
Plainfield
Bound Brook
New Hope
Princeton Unct
Trenton
Newtown
Norristown
Phoenixville
Pottstown
Downingtown
PHILADELPHIA
Camden
Market Street Station
Marcus Hook
WILMINGTON
PENNSYLVANIA
MARYLAND
Delaware Bay
ATLANTIC OCEAN
Atlantic City
Cape May
SOUTHERN NEW JERSEY
Map by W. A. Akin Jr.
Formerly RDG
Formerly PRR
Other

Reading Co.

One could go on discussing locomotives, for it is a fascinating side of the railroad's development, but this has been covered by the company's own booklet on motive power, to say nothing of George M. Hart's history of Reading locomotives (Railway & Locomotive Historical Society Bulletin 67) giving the pedigree of each engine. Now let us drop back and see how the tracks and right of way kept pace with the iron horses which ran upon them.

By the end of 1839 the main line from Reading to Philadelphia was opened. An engineer sent over by an Austrian emperor to study America's railroads and report on a model line got no further than the Reading. The *summum bonum* in railway construction was this early route along the Schuylkill, and the European inspector was smart enough to recognize it. By 1846 Moncure Robinson's admirably-built line boasted of America's first iron railroad bridge near West Manayunk.

It soon became evident that even with a well-built main stem, there must be supplemental branches for the road to hold its coveted role as the foremost anthracite carrier. The Lebanon Valley Railroad, under the aegis of Reading, therefore began construction of a branch to Harrisburg and was merged with the parent company in 1858. The next decade witnessed systematic expansion, by purchase or lease, to Lancaster, Shamokin, Allentown, and Pine Grove, aggregating about 480 miles. So far, its life was well ordered, conservative, and provident.

In 1869, however, one Franklin B. Gowen, hitherto counsel for the company, was made president. Almost immediately things began popping. Gowen was only 34, a mere youth with an over-dose of ambition, plus a magnetic personality, considerable charm, and unbounded energy. That he had ability no one doubted. His policy of acquiring the North Pennsylvania, thereby giving Reading entry to Bethlehem, and the control of the Delaware & Bound Brook, putting his company into New York via the Jersey Central, was sound. Moreover, he built larger cars to accommodate the "coal trade" and to bring down operating costs per ton-mile. But when Gowen began buying anthracite mines like a housewife purchases meat after a prolonged livestock shortage, conservative bankers and hard-headed business men arched their eyebrows. Neither price nor quality seemed to make any difference; Gowen wanted coal and coal he would get. In a report to the stockholders Gowen said his plan was ". . . to secure — and attach to the company's railroad — a body of coal-land capable of supplying all the coal-tonnage that could possibly be transported over the road." But overexpansion, almost entirely attributed to his orgy in coal-estate, finally plunged the road into receivership. This unfortunate event occurred in 1880.

By 1882 the Reading was out of the court's hands and back into Gowen's. His unconscionable optimism and mania for buying other properties, however, broke out anew. Under pressure, Gowen finally resigned. Because of his unwise policies, the road underwent its second receivership on June 2, 1884. Four years later a less colorful and more conservative president — Austin Corbin — guided the ill-used property back on its feet.

In the 10-year period from 1880 to 1890 the road reached the important interchange points of Slatington, and Catasauqua, Shippensburg, and the ample harbor site of Port Reading. Another 186 miles were added to the system by lease or otherwise. Shippensburg became the road's western gateway. Lease of the Atlantic City Railroad gave the Reading access to a half dozen oceanside resorts over a practically gradeless route from the Delaware to the Atlantic shore. It was on this line that the predecessors of the famous *Boardwalk Flyer* clicked off the miles so fast that even the staid London *Times* commented on American trains in the February 11, 1898, issue: "Most won-

Reading Co. Reading Co.

The modern, well-designed station at Jenkintown, Pa., caters to an ever increasing number of commuters. Picture← shows Wyncote side, which has a large area at the extreme left for automobiles, and resembles a metropolitan parking lot during office hours. Some commuters go as far as New York. Coeds also frequently use the Reading in going to and from Jenkintown's Beaver College. Reading Terminal↑, a Philadelphia landmark. Typical rush↑ at Terminal Market.

derful of all is the *Atlantic City Express* of the Philadelphia & Reading." The correspondent then went on to compare the *Flyer* with England's London-Brighton service, and the P&R won on all counts.

Before the century was over, the well built and basically stable Reading was to run afoul with a man who tried to control all transportation outlets for anthracite. This man was A. A. McLeod, whose brief term of office as Reading prexy made that of Gowen look like a tank-town real estate operator. McLeod's railroad matchmaking was just one of those things which occasionally happens in even the best of families, to the detriment of themselves and all concerned. The Reading was like a nice old Pennsylvania spinster having lived, in the main, wisely and abundantly in more or less single blessedness. The Boston & Maine typified a New England gentleman in middle aged bachelorhood, a little conservative, perhaps, and somewhat set in his ways, but a citizen of rank and standing. Then along came McLeod, and by persuasion, specious reasoning, and sheer gusto convinced the two happy and quite content individuals they would perform a more useful role in combining their resources and announcing the banns. The outcome was tragic and short lived. It was contrary to human nature, unsound economically, and politically disastrous.

The background for this strange union was as follows: When McLeod assumed the Reading presidency, he took the initiative in forming a syndicate to monopolize all anthracite outlets. On February 11, 1891, he announced the lease of the Lehigh Valley for the customary 999 years. Next day he broached the fact that the Jersey Central was under lease to the Port Reading Railway (a Reading property). McLeod, it appears, was not a man to waste time.

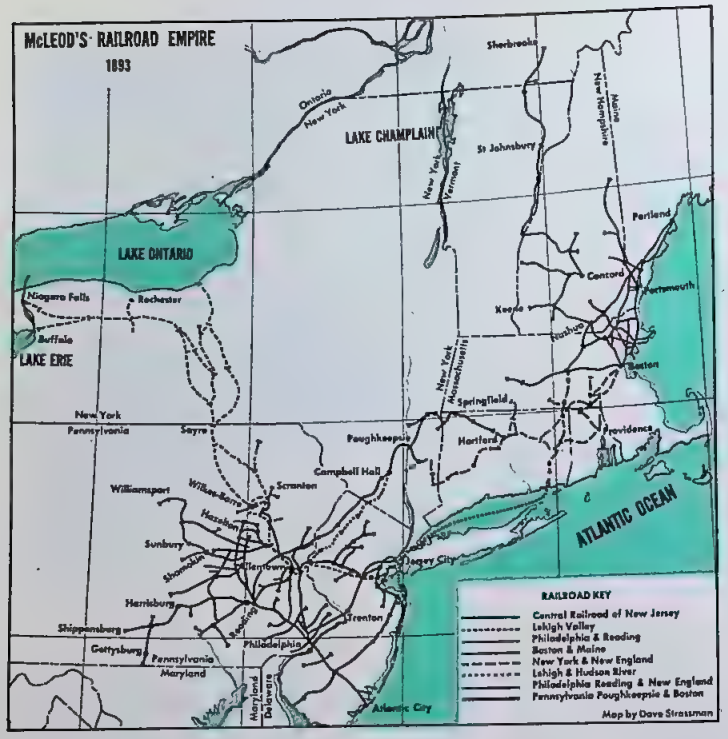
So far, New York's J. P. Morgan and Philadelphia's Anthony J. Drexel went along with him. Even cautious John Wanamaker lent his tacit approval. Then McLeod looked to New England. Messrs. Morgan, Drexel, and Wanamaker looked away. The man had lost his reason! But McLeod merrily went ahead with his fantastic scheme to get control of the Boston & Maine and make himself president of that road. Nor was that all. From Slatington to Campbell Hall ran the curved rails of the Pennsylvania, Poughkeepsie & Boston (now Lehigh & New England), a small, connecting road leased by the Reading. Interchanging with the high-sounding PP&B at the northern end was the equally important-titled Philadelphia, Reading & New England. This company, also controlled by Reading, was a collection of jerry-built roads with light rails, heavy grades and sharp curves, tied together by McLeod's financial jugglery. Never profitable, generally inefficient, and always living on borrowed money, the road somehow made its way from Campbell Hall across the Hudson to Poughkeepsie, and finally ended, half-spent, at Hartford, Conn.

But Hartford was not on the Boston & Maine!

The canny McLeod was well aware of that and he had one more card to play. This was dealt in getting control of the New York & New England which ran from Fishkill through Hartford to Boston. It was the historic road over which the famous *White Train* made its way. Now, with the passing of the NY&NE into Reading hands, McLeod had his own rails all the way from Hartford to Boston.

Pennsylvania coal now went to Boston and Portland — in fact, over most of New England — on Reading-affiliated railroads. To the west, as far as Buffalo, McLeod's coal cars rolled over the Lehigh Valley, another Reading affiliate. Archibald A. McLeod was head of this great anthracite combine. The Boston & Maine was run from Reading Terminal, Philadelphia.

It was inevitable that McLeod's top-heavy empire would collapse, and collapse it did with the panic



Under the short-lived McLeod regime Reading influence reached across nearly all the eastern states and New England through control of eight systems. At one time a train of "through Pullman buffet parlor cars and elegant coaches" operated from Reading Terminal, Philadelphia, to Boston, Massachusetts.

of '93. For the third and last time the Reading went into receivership. The B&M was divorced from Reading control. The Lehigh Valley was made independent almost overnight. The PR&NE became a ward of the New Haven, which later abandoned some 125 miles of the ill-fated property. The NY&NE, now a part of the New Haven, still carries heavy freight from Campbell Hall over the Poughkeepsie Bridge Route to many Bay State points, but has no through passenger trains, and only one or two pottering locals over short portions of the road. Even the L&NE is in other hands.

From 1896, when the Reading was taken out of receivership, to the present day, good management and conservative policies have been followed. Indeed, the only other time the road received nationwide attention was during the administration of George F. Baer. Up to that period, its affiliate, the Philadelphia & Reading Coal & Iron Company, had succeeded in keeping its mines almost scot-free of unionism. But in May, 1902, the anthracite workers went out on a long and bitter strike. In a period of great unrest, Baer is alleged to have written the following letter to W. F. Clark of Wilkes-Barre, who appealed to him to end the strike:

> "The rights and interests of the laboring man will be protected and cared for — not by the labor agitators, but by the Christian men to whom God in his infinite wisdom has given the control of the property interests of the country, and upon the successful management of which so much depends."

Baer at once became a nationwide figure and even to this day his indiscreet letter is quoted in college texts. The working man regarded Baer as an arch enemy; the miner saw him as an arch fiend. Yet, in all fairness to the Reading's chief, he was probably no worse (or better) than many industrialists of his era. Be this as it may, if it had not been for Theodore Roosevelt's intervention, there is no telling when the strike would have been settled. Baer certainly would not yield, and it was equally plain the fledgling United Mine Workers were fully as adamant. "Teddy" Roosevelt talked softly, but everyone knew his "big stick" was not far behind. Then, as now, an even-handed arbitration could, and did, break the deadlock. President Roosevelt speedily made both factions arbitrate, and under a provisional agreement, the miners resumed work. Most of the issues were later settled. Yet it is from this tilt that a strong UMW organization was sired.

Even before George "Divine Right" Baer retired, the Reading came back to public esteem, and the fine old company never again fell from grace. In 1923 the coal and iron company was divorced from the railroad by court order, and the two are now separate entities. In labor relations the Reading is now frank, forthright and cooperative. The employees' Relief Association (which was founded back in 1888) has paid more than $21 million in benefits since its inception. The road has been a pioneer in supporting the Railroad Y. M. C. A., and there are now seven Y's on the system, with a membership of over 8000 — the fourth largest among the carriers. Its attractive house organ, the *Reading Railroad Magazine*, is second to none among roads of equal size. Its president, Revelle W. Brown, who started railroading as a laborer in the ash pits of the B&O, is not only a top-of-the-rail executive but is highly regarded by employees all over the system.

No longer is the road known as the Philadelphia & Reading, for in 1924 the Reading Company became the operating unit for the old P&R and its subsidiary organizations. This had little bearing, however, on its many patrons and friends, for they knew it then, and they know it today, simply as "the Reading." Come electrification and dieselization, come mile-long freights and gleaming streamliners, there's something about the road which makes a Pennsylvanian say with pride, "That's the Reading!"

To illustrate: A year ago I had

Port Richmond, largest tidewater terminal in the U. S., is located on the Delaware River in Philadelphia. This huge freight facility, pride of the Reading, accounts for much of its tonnage.

Reading C

the privilege of being a luncheon guest at Philadelphia's Graphic Sketch Club. After a tasty meal, my host showed me through the art gallery, and the first thing that struck my fancy was an attractive painting of a country station. It was one of those staunch, old-fashioned structures, a thing of grace and beauty. But until there is a law compelling artists to identify their paintings, I shall never cease being irked with such captions as "Depot at Dawn." At any rate, this station had some such general title which whetted the imagination and left the spectator geographically frustrated. I had seen that depot—but where I knew not.

"That's the Reading!" spoke up a gentleman behind us, noting our puzzled and irritated looks. "It's one of those distinctive stations along the New Hope Branch; there's an artist colony at the end of the line, you know." Then he named the town and proudly explained the characteristics of Reading architecture and traditional Reading design.

Traditional Reading design!

We see it in the few Wootten-type locomotives in suburban, local freight, and switching service. Equally as anachronistic as the strange Camelbacks are the rapidly disappearing Toonerville-like four-wheel cabooses so typical of the old order. Occasionally, too, one espies the once-standard Hall, or "Banjo," signal, now almost as extinct as the highball. This is one facet of the Reading, a sort of palimpsest of other years, which present-day operation has almost, but not completely, wiped out.

All of which is reminiscent of the days when John Wanamaker had his own station at Chelten Hills and a rustic walk leading up to his manorial estate in Jenkintown. All trains which the "old man" favored stopped on flag, you may be sure of that. The Wanamaker stop has long since been discontinued, and the Wanamaker siding, where the department store magnate had coal spotted to heat his many-roomed mansion, is also only a memory.

Not many years ago, if one wanted to get a list of some of the best Philadelphia families when the *Social Register* was not handy, all one had to do was look up the Reading's directorate. On the board at one time or another, or prominent in its management, were the Stotesburys and the Wiedners, the Lippincotts, Newhalls, and Harrises. Also represented was the much-loved and highly-esteemed John Wanamaker. Men of wealth and means, of good judgment and keen business acumen, were either represented on the board, or had Reading securities tucked away in their strong boxes. Yes, the Reading, like Baldwin Locomotive Works, The Pennsylvania Company for Insurances on Lives and Granting Annuities (which was and is the principal holder of the road's equipment trusts), and J. G. Brill Company, Carbuilders, is an old, well-known Philadelphia institution.

But what of the future?

Financially, the Reading is well equipped to command the respect of the investor and more than hold its own among the nation's carriers. Its strong financial position is indicated by continuous payment of dividends on first preferred stock since 1900; on second preferred since 1903; and on common since 1905. Conservative financing and substantial reduction in interest charges have resulted in a funded debt of only 28 per cent of its capitalization, whereas the average for the country is 37 per cent. Although the B&O owns 42.2 per cent of Reading stock, and the New York Central 25 per cent, this stock ownership is more of an investment than a device for active control. The Reading is still primarily a home road, and its policies come not from Baltimore or New York, but emanate directly from the 54-year-old terminal building at 12th and Market streets, Philadelphia.

Charles A. Elston, Downingtown, Pa.

R. E. Tobey, 55 Wellington St., Springfield, Mass.

Cars run the hump↖ of the Reading's large classification yards at Rutherford, Pa. Eastbound coal train↑ at Port Clinton, Pa., is pulled by a heavy Consolidation. Note Hall or banjo signal.

Now that the Jersey Central is being reorganized, much of the Reading's equity in that company (it had 56.5 per cent of the stock) will probably be wiped out. Yet the two roads have always had an *entente cordiale*, and this historic friendship will continue. Both are by nature complementary, and what aids one will quite naturally redound to help the other. Cooperation, however, is easy between traditional friends, but it takes character to work shoulder to shoulder with your time-honored competitor. There was a spell when the PRR and the P&R were continually at loggerheads because the Reading had an interest in the South Penn project, a proposed short line across the state from the capital city of Harrisburg to the steel mills of smoky Pittsburgh. [TRAINS, December, 1946.] That rivalry is past. The Commonwealth of Pennsylvania now has its "dream" highway over the half-built right of way of the projected railway, and the South Penn is now a boulevard of concrete instead of a ribbon of steel.

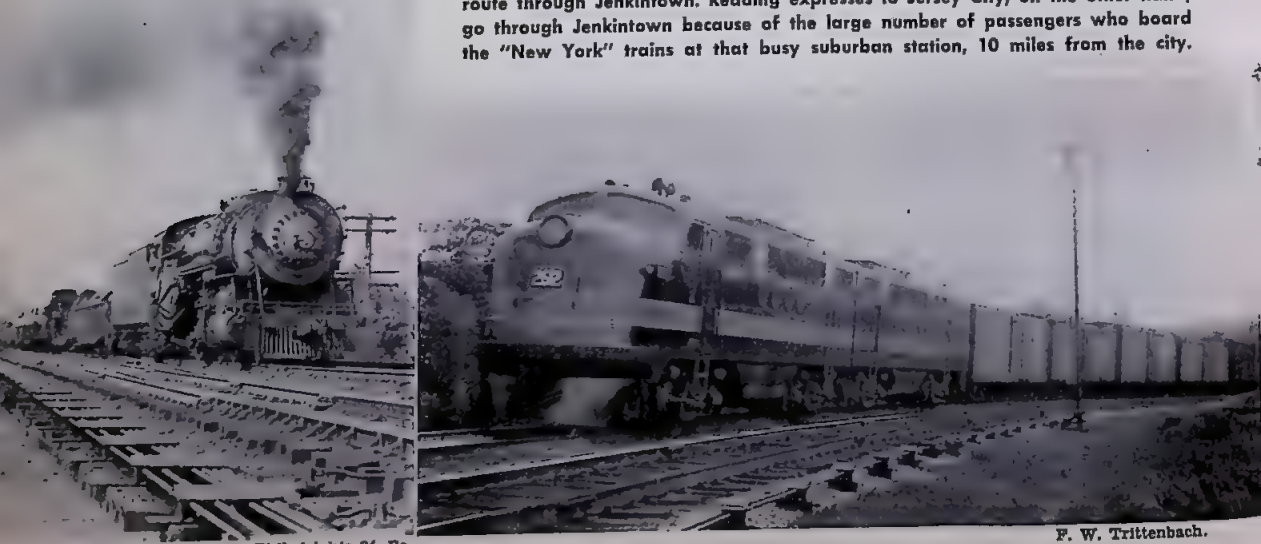
Broad Street Station and Reading Terminal, a scant three squares apart, actually surprised Philadelphians by coming together as closely corporately as they were situated geographically. On June 25, 1933, the Pennsy's West Jersey & Seashore and the Reading's Atlantic City Railroad, formerly avowed rivals, put aside their foolish pride and became a single company. They called it the Pennsylvania-Reading Seashore Lines. Much duplicate mileage was eliminated all the way from Camden to a string of popular South Jersey seaside resorts. Whereas two expresses on different railroads formerly left at the same time for a common destination, a single train now makes the run over the metals of the shortest and most economical portions of the former systems.

With the combining of the two principal railroads in south Jersey, the era of cut-throat competition was over. Ever since 1877, when the narrow-gauge Atlantic City Railroad was a-building from Camden to Atlantic City, fierce rivalry existed between that road and the Camden & Atlantic. Then the ACRR was taken over by the Reading in 1883, changed to standard gauge the following year, and double tracked in '89.

Meanwhile, the C&A became part of the Pennsylvania, and competition continued. Trains of both roads raced across the Jersey meadows neck-and-neck.

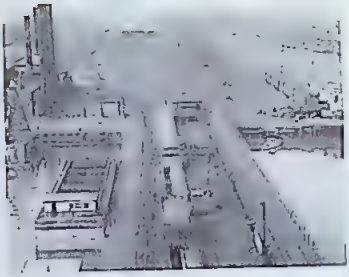
The same competitive situation existed all along the coast as far south as Cape May. Ocean City, Sea Isle City, Stone Harbor, Wildwood, and the Cape itself had parallel tracks, duplicate trains,

A Jersey Central fast freight↙ highballs over the New York Short Line at Crescentville, Philadelphia. All through freights and B&O passenger trains from Philadelphia to Jersey City use the Short Line rather than the longer, hillier route through Jenkintown. Reading expresses to Jersey City, on the other hand, go through Jenkintown because of the large number of passengers who board the "New York" trains at that busy suburban station, 10 miles from the city.



S. Freed, 3505 Sunnyside Ave., Philadelphia 24, Pa.

F. W. Trittenbach.



Reading Co.

H. F. Harvey, 65 Olean St., Worcester, Mass.

Port Reading↑ has its dock and yards opposite Staten Island, N. Y. Pride of the Reading is the Crusader→, snapped on the Jersey Central at Roselle 15 miles west of the Jersey City terminal.

and approximately the same arrivals and departures. Baggage-smashing youngsters with express wagons in Ocean City, for example, would meet "the Reading" at 14th Street station, and if there were no customers, they would hustle one block east to 14th Street on the Pennsylvania. Perhaps the Bridge Train might have some folks with grips and suitcases! "But shucks, there's nuthin' on the other Pennsy runs; 'tain't no use waitin'."

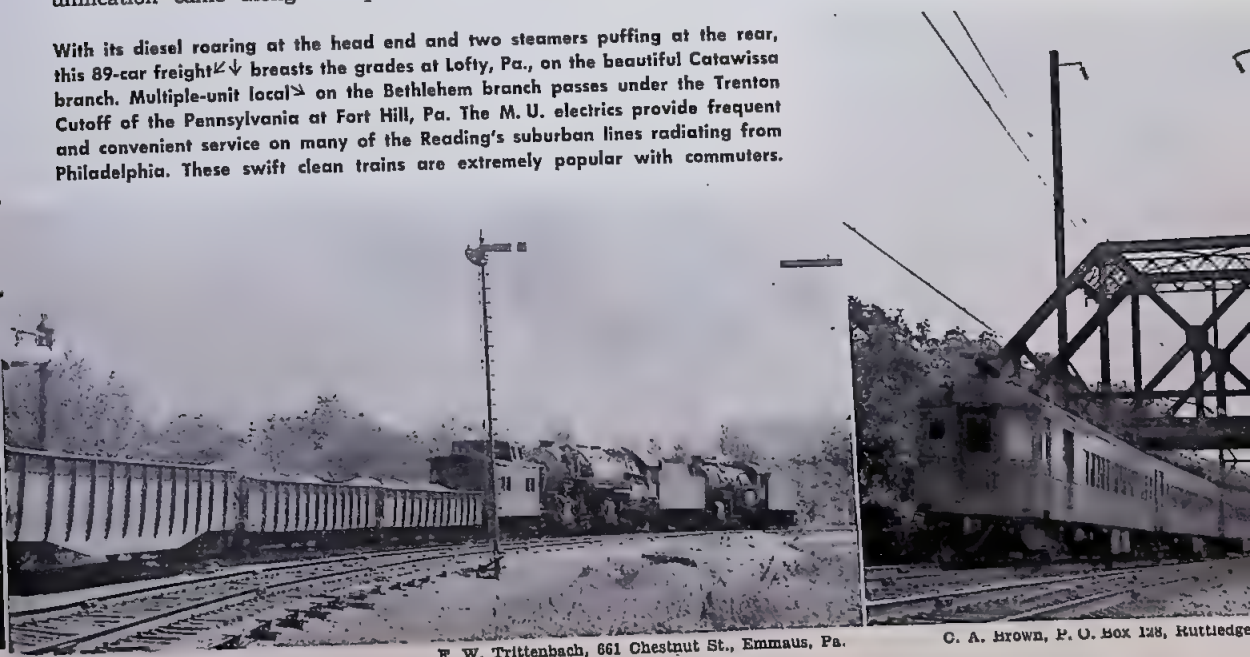
The Bridge Trains were, in truth, the only popular runs on the PRR, for they came all the way from "Philly" via the road's own Delaware River Bridge. But to come from Camden the Pennsylvania had to go via a circuitous route through Sea Isle City. So the Reading scored in Ocean City while the Pennsy was strong in resort towns farther south. Such was the god of competition until unification came along and put the two south Jersey roads on a firm, economical basis.

More recently the executives at Broad Street and at the Reading Terminal have pooled their trains on the parallel lines from Philadelphia to Reading. Tickets are interchangeable on either road except within the Norristown-Philadelphia commutation area.

Along with the Reading's policy of conservative financing, economical operation and good physical plant, is its never ending program of modernization. Generally thought of as a steam freight road, the Reading was one of the first to adopt the diesel switcher, and the smallest road of its kind to embark on a large scale electrification project. In depression years, when retrenchment was the order of the day, the Reading's $25 million juice program was going full swing. The stainless steel *Crusader* was the first steam-operated streamliner in the East. Meanwhile the road quietly equipped better than 70 per cent of its main line with 130-pound rail and more than 71 per cent of its entire mileage with some form of block signaling. That *was* modernization. The construction of thirty 4-8-4 T-1 locomotives in the red brick shops at Reading and the acquisition of a fleet of new road diesels is modernization. Along with powerful, economical, and speedy motive power are the handmaids of up-to-date operation: centralized traffic control and radio communication. They, too, are on the Reading's modernization docket.

Conservative, thrifty, and efficient, yet amazingly progressive in a quiet, unobtrusive kind of way, the Reading is much like the solid, hard-working "Pennsylvania Dutch" who built it. A strong road, a solid road, and a road well adapted to its purpose — that's the Reading.

With its diesel roaring at the head end and two steamers puffing at the rear, this 89-car freight↙↓ breasts the grades at Lofty, Pa., on the beautiful Catawissa branch. Multiple-unit local↘ on the Bethlehem branch passes under the Trenton Cutoff of the Pennsylvania at Fort Hill, Pa. The M. U. electrics provide frequent and convenient service on many of the Reading's suburban lines radiating from Philadelphia. These swift clean trains are extremely popular with commuters.



F. W. Trittenbach, 661 Chestnut St., Emmaus, Pa.

C. A. Brown, P. O. Box 128, Ruttledge

Lucius Beebe.

Sylvania Central

Its wandering rails typify the short line railroad in its most romantic and rustic form. Central of Georgia pays Sylvania's debts.

BY LUCIUS BEEBE

Photographs by Beebe and Clegg from their book, "Mixed Train Daily, a Book of Short Line Railroads." (E. P. Dutton, September, 1947).

In our travels Charlie Clegg and I never had trouble deciding which of all short line railroads is the most beautiful and photogenic. It was always the railroad we were picturing at the moment.

Thus, in rapid succession, we were hopelessly in love with the Bellefonte Central, the Silverton branch of the narrow gauge Denver & Rio Grande Western, the St. Johnsbury & Lake Champlain, and the Moscow, Camden & San Augustine. The latter is a rare and wonderful little railroad in east Texas which winds its way through upland meadows that might as well be in Maine. It enchanted us with its tall-stacked Ten-Wheeler even though it seemed to run in a never-abating rain.

We found the Prescott & Northwestern operates a once-a-week-only mixed steam train through the indescribably beautiful hedgerows and woodland groves of deepest Arkansas. I was pretty sure that it was my dream railroad. The P&N puffs beneath theatrically arching elms, down stately aisles of poplars, and across sweet, small rivers. Except for occasional and wholly ineffectual cattle-guards its right of way is as innocent of fences as the plains of Texas in cattle grazing times. Its track lies through flowering peach orchards whose fruit for a brief two weeks forms its principal article of commerce; its gleaming 2-6-2 locomotives rock and sway across the pastures beneath an undulant cloud of soot. The smoke marks their progress for miles. It connects, most improbably, at Tokio Junction in a backwoods wilderness with the short line Murfreesboro-Nashville, an aged and disintegrating railroad whose single daily freight advances across the countryside, now on the tracks, now on the ties. Its very continued motion at all seems the ultimate negation of probability. The Prescott & Northwestern seemed to have everything we wanted. But Clegg, who had been in Georgia ahead of me, said I had seen nothing yet.

He was right.

Words cannot recapture my first sight of the Sylvania Central on a spring morning. Its proud Ten-Wheeler came boiling across the open fields on its sunrise run from Sylvania to Rocky Ford. There was nobility and the grand manner of the past in its uncommonly tall stack, its high domes and brass chime whistle, its gleaming white tires and the rhythm of its rod assembly operating from cylinders topped with high, square steam chests. Behind half a dozen high cars that day, it was trailing a freshly-painted, green combine from the neighboring Wrightsville & Tennille, its own combine being in the shops for overhauling and spring cleaning. This was indeed the end of the search, the Holy Grail of short lines. It was the Pacific as first it swam into the ken of stout Cortez, silent upon a peak in Darien!

It was my intention then and there to espouse the Confederacy, take up instant residence in a stately, if decayed, mansion in a parish near by, and ride back and forth on the Sylvania Central to the end of my days, or at least as long as I had carfare. At one end of the Sylvania lies the main line of the Central of Georgia, and at the other, the well-maintained iron of another semi-short line, the Savannah & Atlanta. Nor need there ever be any fear of monotony, as the actual operating identity of the Sylvania itself is in a constant state of flux, sometimes operating with the motive power of the Wrightsville & Tennille, sometimes with that of the Louisville & Wadley or even the L&W's twin, the Wadley Southern. Its passenger equipment, too, is interchangeable with these roads and there are times when only the countryside through which it operates identifies it as the Sylvania Central's line at all.

The operations of the Sylvania are highly personalized and might even be described as eccentric. It starts its morning trip out of Sylvania the split second of eight o'clock, but its return later from Rocky Ford is entirely conditioned by the arrival of the up-train on the Central of Georgia and various other imponderable influences. The first time we encountered it, it was the matter of the fish.

The Central of Georgia, run-

The Sylvania Central's daily mixed train from Sylvania to Rocky Ford, Ga., is the basis for the claim of the authors of "Mixed Train Daily, a Book of Short Line Railroads," that the Sylvania is the most photogenic of all short line railroads. The book will be published by Dutton this fall.

The Central of Georgia's morning westbound train deposits a variety of merchandise at Rocky Ford, Ga. Several crates of mullet are included in the express. These belong to a woman fish dealer from Sylvania, who is on hand to see that the highly perishable fish do not miss their Sylvania Central connection.

Expressmen load the shipments into Sylvania Central's old combine and the mixed train rolls northward over the Georgia plains to Sylvania.

ning somewhat belatedly, had brought up a consignment of tolerably fresh fish, presumably from the Mullet Line down on the seacoast, and the lady fishmonger of Sylvania town was on hand to see to its safe and expeditious handling. The mullets arrived in tall, leaky crates, with a few mullet faces peering in rigid attitudes of death from the crevices. The crates were shoved and hauled from the baggage truck to the Sylvania's express compartment. Up ahead were six gondolas of cinders which the conductor was minded to unload at a soft place in the right of way. The pause would delay arrival at Sylvania by perhaps an hour. But the conductor reckoned without the lady fishmonger, a local citizen of determined character and undeniable influence with the management. Passing up any such intermediary as the conductor, she went right to the engine crew with her demands. Her fish were on their train and were not improving, as a rare wine might improve, with the passing of time. The engineer would pull his throttle, or whatever contrivance made the engine go, right here and now, and he would not slacken or abate his pace until they were in Sylvania yards. He could get going and tarry not.

The cinders had to wait until the next day.

There are many aspects of the Sylvania which make it the archetypal short line. These motivated us in commissioning Howard Fogg to create a fine portrait of it for the jacket of "Mixed Train Daily." The Central is possessed of a single locomotive and runs just 15 miles, connecting, as has been remarked, with a main line at one terminal and another short line at the other. Its finances are not of the sort to justify its independent operations, but it does bring sufficient carloads of produce to the Central of Georgia, which owns 745 of the outstanding 750 shares of stock, for the parent road to make up its operating deficit of approximately $10,000.

The Sylvania is one of the very many short lines which were built to connect with the Central of Georgia and bring the railroad

The mixed train chuffs along the uncertain steel on the Sylvania Central. Rails are from 50 to 61¼ pounds per yard and ballast is in keeping with the light iron. These account for slow running and a great deal of lateral, vertical and other motion of the ancient way car. The Sylvania is controlled by the Central of Georgia and CG makes up its deficits. In 1944 the little road rolled up a deficit of $177,251. Traffic on the Sylvania Central is moderate except during the peanut rush. Then everyone turns out to get the nuts to market. The plowed fields along the short line yield an annual harvest of approximately 500 carloads which the Sylvania delivers to connections at either end of its road. To move the peanuts necessitates six trains on some days.

to towns and communities that had scorned "the lowly blessings of the humble train." The Central was largely built by the great Colonel William Wadley. To him, the South, like horseflesh and whisky slings, was the breath of life. But his railroad was widely regarded as a fearful Yankee instrument of progress. It brought in new ideas, and, what was worse, it frightened the horses. The main lines had thus been laid out to avoid a maximum possible number of populous communities. Most Georgia short lines — the Louisville & Wadley, the Wadley Southern, the Wrightsville & Tennille, the Bowdon, the Gainsville Midland, the Tallulah Falls, and the three roads which make up the kingdom of the powerful Pidcock family, the Georgia Northern, the Albany & Northern and the Georgia, Ashburn, Sylvester & Camilla — are all monuments to a subsequent change of heart.

Life on the Sylvania is a placid one except during the peanut harvest, when its tempo is accelerated to the verge of hysteria. There are as many as six train movements a day to handle the 500 carloads of peanuts it transports annually. Now and then it manages to kill one of the countless free-wheeling pigs which roam its right of way and the episode furnishes speculation for days as to the pig's probable owner. Passengers in its coach are few, but not so rare as to be regarded as curiosities. Tranquility and peace are its watchwords.

Both photos by Willard F. Dovel, 146 E. Elizabeth St., Harrisonburg, Va.

These were the scenes↑ at Harrisonburg, Va., on the afternoon of April 27. Official Guide listing↓ shows towns benefited by train.

Table 13.
MANASSAS AND HARRISONBURG.

	No. 11	Mls.	*April 27, 1947.*	No. 12
	*9 15 A M	0	lve.. **Manassas** ..arr.	7 45 P M
	f –	5.8	.....Wellington.....	f –
	9 30 "	8.8	.....Gainesville.....	7 29 "
	9 34 "	10.4	.....Haymarket.....	7 25 "
	f9 39 "	12.6	.....Thoroughfare....	f7 21 "
	9 45 "	15.6	.....Broad Run.....	7 16 "
	9 55 "	19.8	.....The Plains.....	7 08 "
	f10 00 "	22.4	.....Belvoir.....	f7 02 "
	10 05 "	24.1	.....Marshall.....	6 59 "
	10 16 "	29.9	.....Rectortown.	6 48 "
	10 26 "	33.8	.....Delaplane.....	6 39 "
	10 35 "	38.1	.....Markham.....	6 30 "
	10 45 "	42.9	.....Linden.....	6 20 "
	f10 55 A M	48.2	....Happy Creek.....	f6 10 P M
	11 07 A M	51.0	.....**Front Royal**.....	6 03 P M
	11 12 A M	50.9	.**Riverton Junction**.	f5 52 P M
	11 15 "	51.3	.....**Riverton**.....	5 50 "
	f –	55.6	.....Buckton.....	f –
	11 40 "	61.0	.....Strasburg.....	5 33 "
	11 46 "	62.6	...**Strasburg Junc**...	5 21 "
	f –	63.8	.....Fisher's Hill.....	f –
	11 58 A M	67.5	.....Tom's Brook.....	5 12 "
	12 01 P M	69.3	.....Maurertown.....	5 07 "
	12 12 "	73.4	.....Woodstock.....	4 58 "
	12 24 "	78.9	.....Edinburg..	4 45 "
	f –	80.8	.....Bowman.....	f –
	12 39 "	85.9	.....Mt. Jackson.....	4 30 "
	f12 49 "	90.3	.....Quicksburg.....	f4 20 "
	12 55 "	93.1	.....New Market.....	4 14 "
	1 04 "	97.2	.....Timberville.....	4 05 "
	1 10 "	99.7	.....Broadway.. ...	3 57 "
	f –	102.6	.....Daphna.....	f –
	f1 22 "	105.9	.....Linville.....	f3 45 "
	1 35 P M	111.8	arr...Harrisonburg..lve.	*3 30 "

*Daily; †daily, except Sunday; ‡daily, except Saturday; f flag stop; ♣Saturday only. ■Mixed train. + Coupon stations; δ Telegraph stations.

Over 1,000 Greet Southern Train On Arrival

—Headline in Harrisonburg News-Record.

When the Southern Railway restored passenger service between Manassas and Harrisonburg, Va., last spring, the first train was greeted in a way reminiscent of pioneer days when railroads first entered a town. At Harrisonburg, end of the 112-mile run, more than 1000 people welcomed the train, and about a third of them became passengers for at least part of the trip back to Manassas.

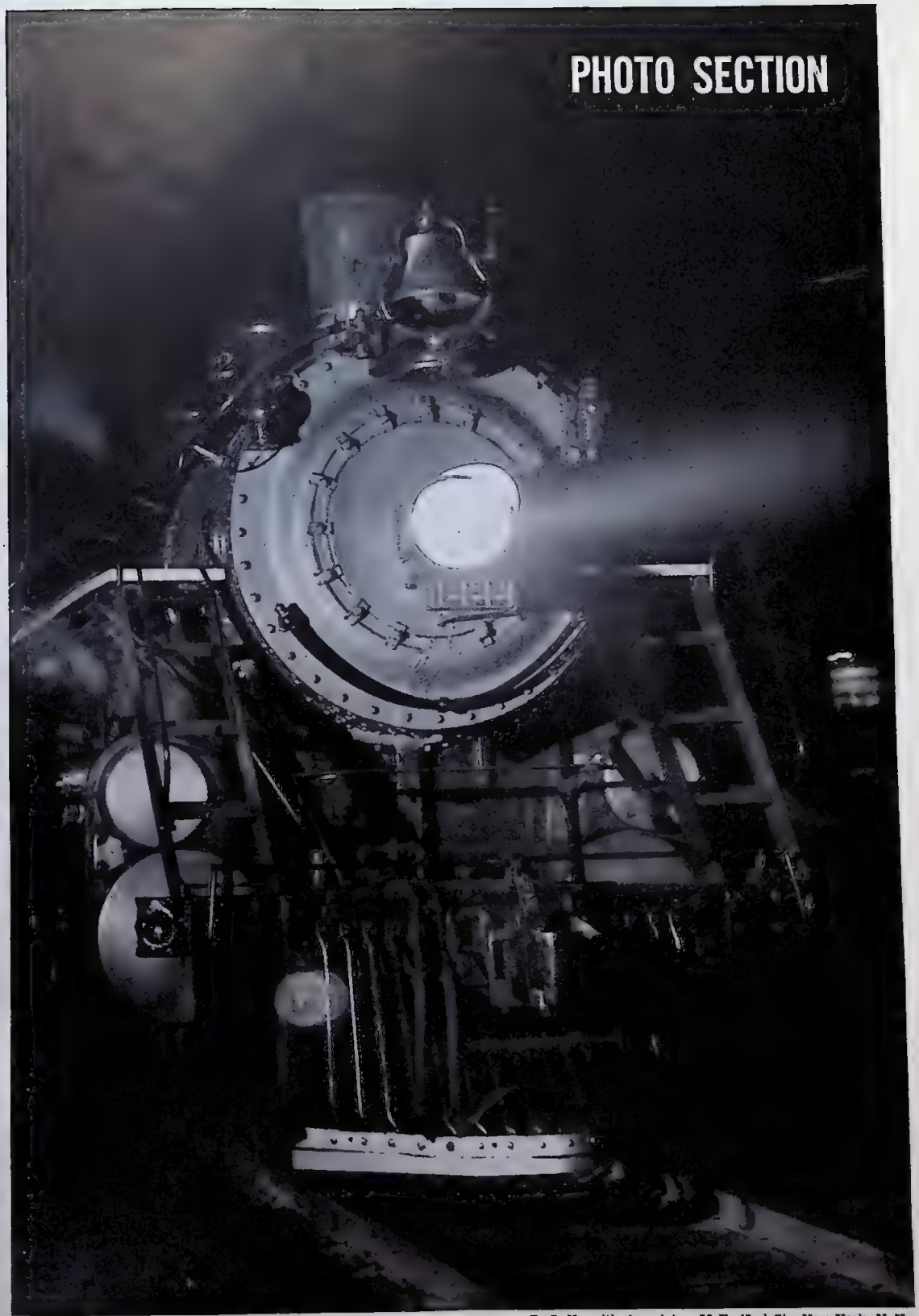
All along the line the townspeople turned out en masse to witness the revival of the service which had been discontinued 5½ years before. As a result — and this is also reminiscent of the old days — the train arrived at Harrisonburg 25 minutes late. There the engine, buffer car and two coaches pulled into the Rocco Feed siding near the railroad's freight station. The Harrisonburg High School Band gave forth with a resounding tune and the celebration was on.

As in the old days, there were speeches, speeches and more speeches. But there was a difference. A public address system eased the strain on the speakers' vocal chords and the talks were carried to unseen thousands by radio. The student band may have been more or less tuneful than the professional bands which greeted trains in the old days, but it achieved the same happy result of livening up the ceremony.

Most honored man of the day was Engineer J. C. Crump, who was presented with a Rockingham County ham in appreciation of the restoration of passenger service. Then Crump climbed into the cab of Pacific No. 1208 and started the return trip to Manassas at 3 o'clock.

But even as citizens of Harrisonburg greeted the new train, a movement was on foot to have its schedule changed so that a business trip to Washington (144 miles) can be made in a single day. As it is, a one-day trip must start at 3 in the afternoon and the return from Washington must start at 7:50 the next morning. This does not give much time to conduct one's business, unless the business happens to be entertaining some senator at a night club. To make a daytime business visit now involves two nights in Washington.

PHOTO SECTION



Southern Railway 2-8-4 No. 1222.

R. I. Nesmith Associates, 50 E. 42nd St., New York, N. Y.

Collection of Robert E. Chaffin, 48 Estes St., Lynn, Mass.

En route from Portland, Me., to Mechanicville, N. Y., Boston & Maine train PM-3 highballs through Lawrence, Mass., behind powerful engine 4100, a Mountain. This is one of several fast through freights over this route for connections with the Delaware & Hudson and New York Central to the west. Since this photograph was taken, the tower (at west end of Lawrence Yard) has been removed, and steam engines have been replaced by diesels.

Up Bozeman Mountain in central Montana go 4400 tons of coal, pulled by a Northern Pacific 4-6-6-4 and pushed by a 2-8-8-2 and a 2-8-2. Steam from the first helper engine's tender booster mingles with that from the locomotives as they strain upward toward Bozeman Tunnel, since replaced by a new tunnel with larger clearances. First train through the new tunnel, on July 28, 1945, was an extra westbound freight; last through the old was the North Coast Limited.

R. V. Nixon, Livingston, Mo

Chesapeake & Ohio's Mikado No. 1212 approaches JC Interlocking at Clifton Forge, Va.

Thomas J. Donahue, 6 Pine St., Waterbury, Conn.

J. A. McLellan, 47-B Wavecrest Ave., Winfield Park, N. J.

Electric railroads, always impressive with their overhead power wires and supporting poles or towers, are even more impressive when pictured with a backdrop of structural iron or against a night sky. A Pennsylvania Railroad southbound "clocker" is about to enter the Newark station after crossing the Passaic River lift bridge↑. A Pacific electric switcher↗ does night duty in the Butte Street Yard, Los Angeles, while floodlights brighten the sky.

Pacific Elect

Frank Quin. 8414, 88th St., Woodhaven, N. Y.

Like an Eskimo woman bundled in her polar bear furs, New Haven 276 pokes only her nose out of a warming cloud of steam on the coldest day of 1947. The little Mogul is pictured at Beacon, N. Y., where she received a trainload of cement and miscellaneous goods from New York Central interchange.

Charles A. Elston, Downingtown, Pa.

Into Birdsboro, Pa., pulls train 7 of the Reading Company behind engine 112, a G-1sa Pacific. Peak in background is Monocacy Hill.

Southbound on West Main Street, Gainesville, Fla., Atlantic Coast Line's train 39 passes the Alachua County Courthouse while a Negro brakeman rides the pilot for the 16 blocks of street travel. This is a December scene.

William J. Hussa Jr., 1124 Margaret St., Gainsville, Fla.

J. M. Gray, P. O. Box 508, Little Rock, Ark.

Richard E. Prince, 1141 Larchmont Crescent, Norfolk, Va.

W. E. Peters, 222 S. Ransom St., Ottumwa, Ia.

Burlington Extra 6317 West makes an early-morning meet with No. 88, an eastbound local freight, at Murray, Ia., on the Chicago-Denver main line.

A Missouri Pacific diesel-powered freight↖ approaches the interlocking where the MoPac crosses the Rock Island at Little Rock, Ark. Behind the locomotive are cars of meat and other perishables. Norfolk Southern's lone passenger train← from Norfolk to Raleigh pulls out of Norfolk behind Ten-Wheeler 110.

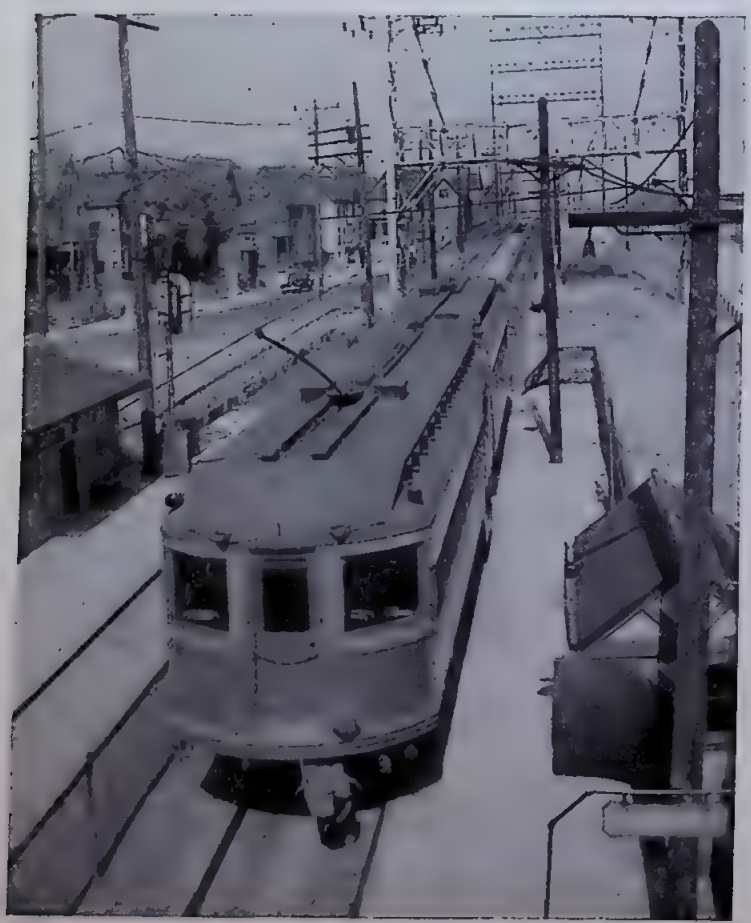
Milwaukee Electric Lines

Jumbled ownership by bus operators means little to the commuter; to him the interurban system is still "The TM."

BY WILLARD V. ANDERSON

Let's take a look at the Milwaukee Electric before its owners rip it all out. Strictly speaking, the remaining parts of the system are no longer The Milwaukee Electric Railway & Transport Company, but are the interurban railway divisions of the Kenosha Motor Coach Lines and the Greyhound Bus Company. Interurban lines run from Milwaukee north to Port Washington, 29 miles, south to Kenosha, 34 miles, and west to Waukesha, 18 miles, with a branch to Hales Corners.

For all practical purposes the interurban is still the Milwaukee Electric as far as the customer is concerned. His ticket is still taken by familiar trainmen, the scenery is the same, and the flanged wheels still click over steel rails. The commuter cares little that the line has changed hands, even though he may wonder about the ultimate outcome.



Ralph H. Beter, 3419 W. Cherry St., Milwaukee 8, Wis.

A citybound train leaves 35th Street station. This is on the busiest part of the system. It is used by Waukesha, Hales Corners, and local passengers.

For some years now the Wisconsin Electric Power Company, convinced that eventually the S. E. C. will order it to divest itself of its interest in the transportation business, has been selling the system piecemeal. Kenosha Motor Coach Lines bought it bit by bit and later KMCL itself was sold to Shore Line Transit Corporation of Hammond, Ind.

The Kenosha company still keeps its separate identity, and President Henry P. Bruner remains as head. The Waukesha line was sold to Bruner and by him to Greyhound. All that remains of corporate Milwaukee Electric Lines, as such, is a freight belt. The 13-mile branch to Hales Corners is still operated by TMER&T on a rental basis, but the track is owned by KMCL.

The illusion that the Milwaukee Electric is still one system is heightened by the fact that all the cars are still lettered MILWAUKEE ELECTRIC LINES. True ownership is established by a small KMCL on the letterboard. Cars are pooled to give service as needed on the various lines. Employees receive their pay from the Kenosha Motor Coach Lines, but their seniority and pensions are based on Milwaukee Electric service.

Almost everyone in the Milwaukee area will agree that most of the system will be abandoned within the next few years. Extensive trackage was already dismantled around 1940. First to go will be the Port Washington line, but the part from Port Washington to a quarry south of Cedarburg will be kept to haul cinders

Ralph H. Beter.

This car is leaving the Public Service Building in downtown Milwaukee. "The Transport Co." on the letterboard has since been changed back to the original "Milwaukee Electric Lines." Buses as well as interurbans use the conveniently located terminal.

to the quarry from the Port Washington power station of the Wisconsin Electric Power Company, and freight between the plant and the Chicago & North Western and the Milwaukee Road. After this, the line from Racine to Kenosha will be an almost certain goner. Most people think the Waukesha and Hales Corners lines will remain intact for some time to come. Population is spreading to the west and southwest, and traffic is good.

The entire picture was quite different at the beginning of the depression. Years ago The Milwaukee Electric Railway & Light Company had one of the finest interurban systems in the country. It was locally known as "The TM" because of the unusual use of "The" in its title. On maps it was usually identified by the initials TMER&L, later changed to TMER&T (T for Transport) when the power company was ordered to get out of the transportation business. But it was only a paper divorce.

Everything looked bright on the TM. A new rapid transit line to the west had been completed between 1926 and 1930 at a cost of $2 million. This 7½-mile piece of super-railroad, with three and four tracks part of the way, with block signals, stations, and without grade crossings, whisked trains out of the city at previously unheard-of speeds. No other city the size of Milwaukee (1930 population, 578,249) could boast such a civic asset.

Construction had already begun on a subway at the downtown end of this line to eliminate the few remaining blocks of street running. Other rapid transit systems to the north and south were planned to take all interurban trains off the street. A freight belt was half completed so coal trains could be handled around the city too. More than $6.26 million was spent on these projects.

But this was a peak year in Milwaukee's electric railway improvement program. The first blow was the depression. In 1934 a series of labor riots caused much property damage and loss of revenue. This marked the turning point between the former development under aggressive management and the ensuing spend-only-when-necessary period.

At its greatest extent the TM had four major routes radiating from Milwaukee into rich dairyland, bustling lake resort playgrounds, and to smaller cities of industrial importance. The longest line was north to Sheboygan, 57 miles. There were rumors that the 50-mile line to Watertown would be extended on to Madi-

Ralph H. Beter.

Milwaukee Electric — that is, Kenosha Motor Coach Lines — owns 27 interurban cars and 10 two-unit articulated trains. They are serviced as they stand over pits↗ inside the Public Service Building. Destination signs↗ hang on the wall ready to be fitted into brackets beside car doors. Forgetful trainmen sometimes cause confusion by changing the front sign and not the one at the door. Wooden trestle↘ covers the approach to the never-finished downtown subway.

Linn H. Westcott.

son, the state capital 85 miles from Milwaukee, but the connection was made by bus. Heavy steel cars in two- and three-car trains ran frequently along the entire line, and the summer lake business was heavy. Where the line followed the shores of Pewaukee Lake, an amusement park known as Waukesha Beach became end of run for an even greater fleet of in-season trains.

Northward ran the line of the former Milwaukee Northern to Port Washington and Sheboygan in the cheese country along Lake Michigan. Some of the scenery on this line is reminiscent of the hills of New England. The waterfront at Port Washington has all the fishing lore of a seaport. This 57-mile route was clipped off at Port Washington in 1940.

The line south to Racine and Kenosha passed through several well-populated communities. This was originally built as a side-of-the-road line in 1896 and 1897 but was entirely rebuilt beyond Milwaukee's city limits as a super-railroad in 1929 and 1930. Well-ballasted crushed stone roadbed and catenary trolley suspension marked its entire length. Catenary was also used on portions of the other lines.

Few people, if any, know the whole story of the Milwaukee Electric's debacle. Milwaukee newspapers almost daily carry notices of changes of ownership, proposals for city ownership of the remaining citywide system of street cars and buses, and other confusing and often somewhat contradictory statements.

Henry P. Bruner, the Kenosha Motor Coach Lines head, bought the interurban lines at very low prices from TMER&T with almost no cash at all. He sold them later with very little profit. The incentive to the original owner was in no small part the increased savings in taxes on profitable wartime operations.

Riding the Milwaukee Electric can be something of an education as well as an experience. Suburban Milwaukeeans, especially the younger generation, are an uninhibited lot, and snatches of conversation overheard on the morning carloads of high school students can be very revealing as well as humorous. I pricked up

my ears one morning as a well-modulated female voice reached me above the general hubbub of student chatter.

"Take your hands off me, you!" said the voice.

"Aw, Ruth," came another voice, neither female nor well modulated, *"you know I didn't mean . . ."*

I looked around. There, two seats back, were a youth and a girl reading from a book. They were practicing their parts in a high school play, completely oblivious to the interest their conversation was arousing.

You can hear the plight of Nancy, who is staying at a friend's house while her folks are vacationing in Florida. Nancy is taking advantage of the lack of parental supervision. "Nan bleached her bangs last night," says a girlish voice. "But she spilled some of the bleach on top of her head and is she a *mess!*" You recall that the last time you saw Nancy she was a decided brunette. Doubtless she wanted her hair to match her boy friend's two-tone auto.

Hair, by the way, *are* plural to many people in the Milwaukee area, and even well-dressed adults are likely to end their sentences with the traditional Milwaukee "ain'a?" Listening in on commuter conversations can be very amusing to anyone not living in the area:

"Let's go by the movies tonight, ain'a?"

"If I can get my hair to behave. I washed them last night and can't do anything with them."

But whether their hair "are" turning gray or whether they are high school students, regular riders of the Milwaukee Electric are pretty loyal to the interurban. You'll hear them remark how much more convenient it is to take the "street car" than it is to drive into city traffic and then be unable to find a place to park. Unfortunately, the rapid transit service spins through only one small part of the city, and Milwaukeeans living in other neighborhoods do not realize such a service exists.

"I couldn't operate my car for a dollar and a half a week," is another common observation. That's the price of a weekly pass which enables a resident of Hales Corners to ride as frequently as he pleases, with transfer privileges to the city street car and bus system. Passes at $1.25 are available for persons living nearer to downtown Milwaukee.

Commuters on the longer lines use 10 ride, 8-13 ride, and 30-52 ride books and also have transfer privileges. Where bus lines have already replaced interurbans, the fares are somewhat higher.

Rush-hour cars are usually jam-packed as they leave the Public Service Building in downtown Milwaukee near the Milwaukee Road station. We could take cars to Kenosha, to Port Washington, or to Waukesha, but since we want to ride the Milwaukee Electric, let's be technical and climb aboard the 5:16 yellow-and-green duplex car to Hales Corners. Trains start on the ground floor of the building, which several bus lines also use for their terminal. All cars run

Linn H. Westcott.

Eastward from 13th Street, cars climb grade and swing around building. Sign on roof now reads "The Transport Co."

Linn H. Westcott.

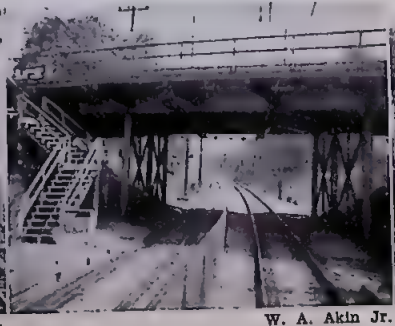
This long bridge-trestle-fill spans the Menomonee River valley. Main line Milwaukee Road trains go under it.

Collection of Ralph H. Beter.

Parlor cars such as this ran on the TM in its heyday. Cars used to be green; most are now yellow and green.

Linn H. Westcott.

South of Cedarburg the Port Washington line curves across a 585-foot viaduct. Milwaukee Road tracks below.



W. A. Akin Jr.

Silver Spring Road crosses the "Port" line on a viaduct. Most metropolitan area highway crossings are similar.

David Strassman.

A Port Washington train crosses Cedar Creek on a 123-foot pin truss bridge in Cedarburg, 19 miles from Milwaukee.

David Strassman.

The new turn-around at Port Washington is now end of the northbound line.

through the building from east to west. Rapid transit and interurban cars are spotted on four tracks, two of which straddle inspection pits. Buses use a space formerly occupied by two more tracks. Passengers are loaded in the building but usually are discharged outside.

Cars start unceremoniously. They make a sharp right bend into Third Street, then immediately turn left again on Michigan Street if they are bound for Waukesha or Hales Corners. In heavy traffic it sometimes takes three minutes to go this first half block. Three more turns are made in the five blocks of street running to reach private right of way.

A stop is made for more passengers at the beginning of private right of way. The 5:15 local train for West Junction is just ahead of us, so as we leave the station and crawl around another curve to Eighth Street, the block signal displays red. The initiated — those initiated who are standing — take a firm grip on the back of a seat for the next few blocks. We cross Eighth Street and begin a roller-coaster ride over a series of dips and curves which will throw us to the floor if we're caught napping. This wooden roller-coaster structure is in part a reminder of the subway that the depression stopped in the '30's. To the left is the tall Transport Building where the Transport Company offices are located. This is in an industrial area where Nesco roasters, galvanized wash tubs, and Cutler-Hammer electrical products are made. The Transport Building is a large freight terminal formerly designed for rail service but now largely devoted to trucks and trailers. Reverse curves on the steel elevated trestle just beyond take the line around a building whose owner refused to sell when the private right of way was built.

The roller-coaster ride ends at the bottom of a dip at the 16th Street station. For the next mile the running is along the base of a steep slope. Construction was made more expensive by a ruling that the grade of city streets could not be changed, so the line ducks under them. A third track on the south side is used exclusively for freight switching to wayside plants and to the two sets of team tracks.

Soon our car makes a broad but speedy reverse curve on a rising grade to the next station at 27th Street. Beyond 27th Street the right of way is higher on the bluff, and we have a chance to look around. Below on our left are the Milwaukee Road yards and locomotive servicing plant, and several large industrial plants. This is interesting scenery to a steam railroad fan. Beyond 35th Street station, we see the Milwaukee Road's two roundhouses and the huge car shops which turn out 10 new box cars a day. On tracks paralleling the main line we can see the new *Olympian Hiawatha* cars as they come from the shops.

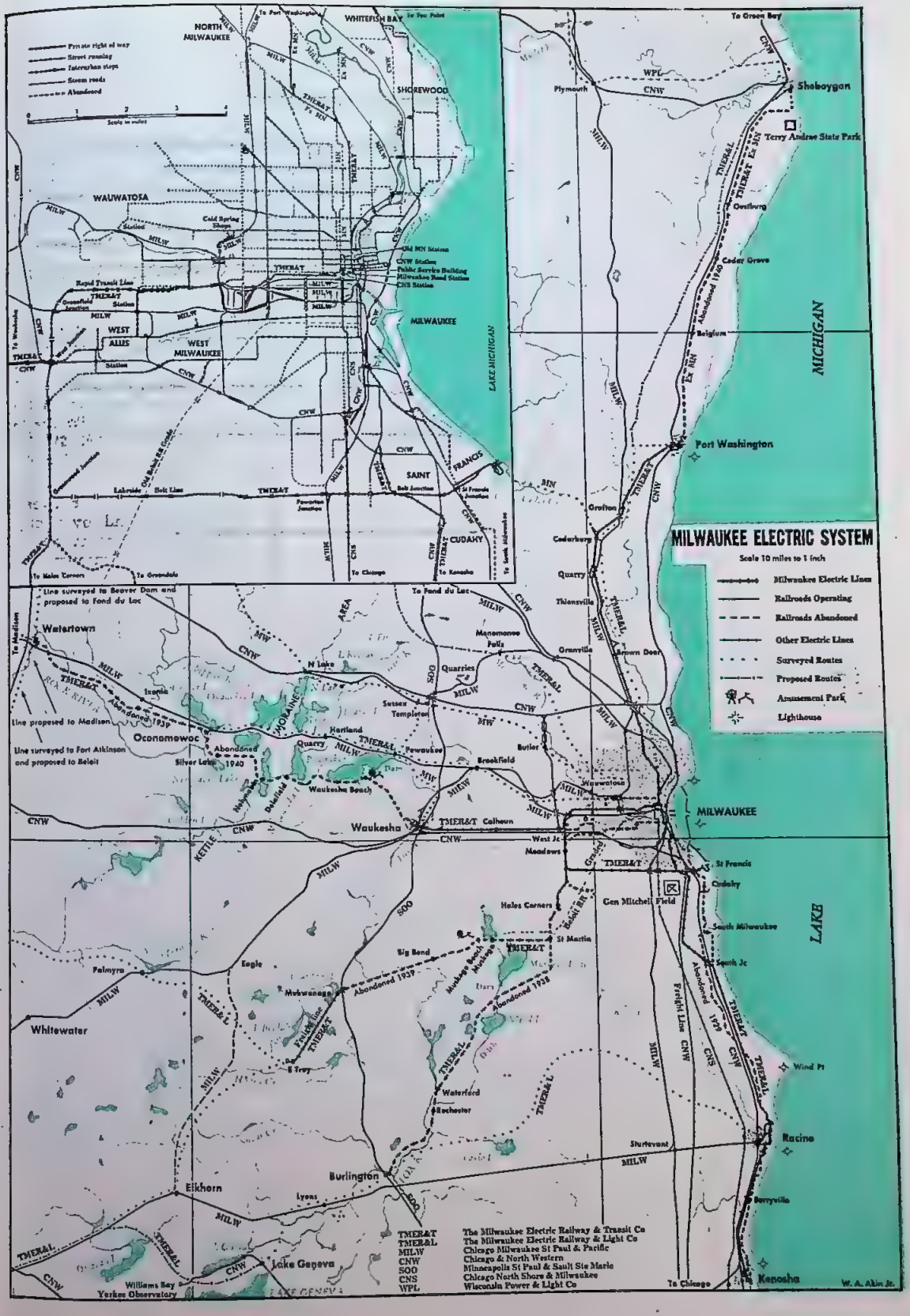
At 40th Street the valley swings to the right and the electric line continues west to cross over the main line of the Milwaukee Road by means of a high viaduct and a long fill. Riding here is a trifle on the rough side, and track maintenance is expensive.

Our trip so far has been protected by track-circuit block signaling. The rest of the route is block-signaled too, but by trolley contactor signals. Occasionally a car will lose its trolley just before passing a contactor, necessitating a short backward ride in order to trip the signal after the trolley is retrieved.

We leave the Menomonee River valley and climb a grade in a cut between two cemeteries. For the next mile two additional tracks parallel the right of way. These are used by local street cars to West Allis. Huge steel towers straddle all four tracks and tower far above, carrying three levels of high-tension wires from a substation at 27th Street. The street

This is one of the last cars to leave Watertown on the day service ended.

J. E. Boeshaar, 6330 W. Richmond Ave., Milwaukee 10, Wis.


MILWAUKEE ELECTRIC SYSTEM
Scale 10 miles to 1 inch
Milwaukee Electric Lines
Railroads Operating
Railroads Abandoned
Other Electric Lines
Surveyed Routes
Proposed Routes
Amusement Park
Lighthouse
NORTH MILWAUKEE
WHITEFISH BAY
SHOREWOOD
WAUWATOSA
WEST ALLIS
WEST MILWAUKEE
MILWAUKEE
SAINT FRANCIS
CUDAHY
LAKE MICHIGAN
MICHIGAN
LAKE
To Green Bay
Sheboygan
Terry Andrae State Park
Plymouth
Oostburg
Cedar Grove
Belgium
Port Washington
Grafton
Cedarburg
Quarry
Thiensville
Brown Deer
Granville
Mequon
Fredonia
Saukville
Waubeka
Newburg
Barton
Kewaskum
Campbellsport
Fond du Lac
Malone
Ripon
Oshkosh
Neenah
Menasha
Appleton
Kaukauna
Little Chute
Combined Locks
Green Bay
Manitowoc
Two Rivers
Kewaunee
Algoma
Sturgeon Bay
Ellison Bay
Gills Rock
Fish Creek
Ephraim
Sister Bay
Egg Harbor
Fish Creek
Sturgeon Bay
Algoma
Kewaunee
Two Rivers
Manitowoc
Green Bay
Kaukauna
Little Chute
Combined Locks
Appleton
Neenah
Menasha
Oshkosh
Ripon
Fond du Lac
Malone
Campbellsport
Kewaskum
Barton
Newburg
Waubeka
Saukville
Fredonia
Port Washington
Mequon
Granville
Brown Deer
Thiensville
Quarry
Cedarburg
Grafton
Belgium
Cedar Grove
Oostburg
Plymouth
Sheboygan
Terry Andrae State Park
Watertown
Oconomowoc
Waukesha
Whitewater
Elkhorn
Burlington
Lake Geneva
Williams Bay
Yerkes Observatory
Racine
Kenosha
Wind Pt
Berryville
Sturtevant
Waterford
Rochester
Troy
Eagle
Palmyra
Mukwonago
Big Bend
St Martin
Hales Corners
Gen Mitchell Field
South Milwaukee
South Jc
St Francis
Cudahy
Meadows
West Jc
Calhoun
Brookfield
Pewaukee
Hartland
Sussex
Templeton
Lannon
Menomonee Falls
N Lake
Quarries
Ixonia
Waukesha Beach
Dousman
Silver Lake
Abandoned 1940
Abandoned 1939
Abandoned 1938
Line surveyed to Beaver Dam and proposed to Fond du Lac
Line proposed to Madison
Line surveyed to Fort Atkinson and proposed to Beloit
To Madison
To Fond du Lac
To Chicago
To Kenosha
To Milwaukee
To Green Bay
To Port Washington
To Grandale
To Wales Corners
To South Milwaukee
TMER&T The Milwaukee Electric Railway & Transit Co
TMER&L The Milwaukee Electric Railway & Light Co
MILW Chicago Milwaukee St Paul & Pacific
CNW Chicago & North Western
SOO Minneapolis St Paul & Sault Ste Marie
CNS Chicago North Shore & Milwaukee
WPL Wisconsin Power & Light Co
W. A. Akin Jr.

W. V. Anderson.

Linn H. Westcott.

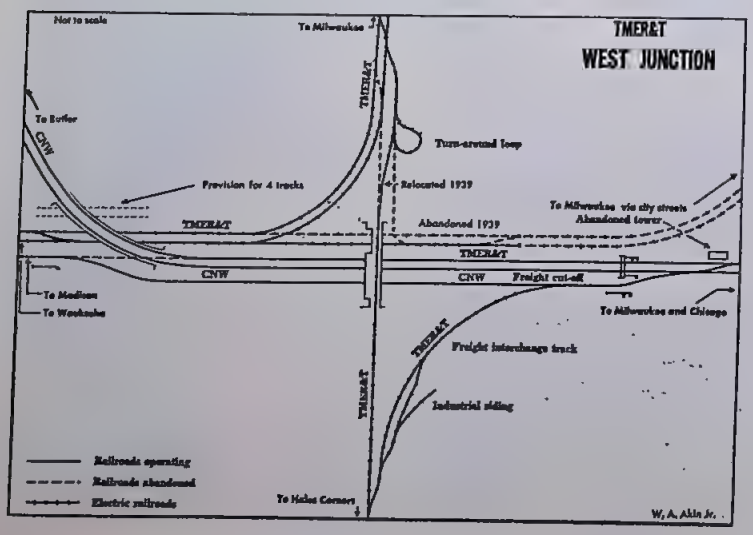
West Junction, on the Waukesha line, is one of the most interesting spots on the entire TM. The 5:16 evening duplex↖ to Hales Corners passes the 5:15 local train↖ as the latter turns on the loop. The C&NW freight line↑ swings to the north and crosses the Waukesha TM line; the C&NW line to Madison parallels the TM. Sketch↙ shows present and abandoned tracks.

car line leaves us at 68th Street by dipping down and passing underneath. It continues south to the Allis-Chalmers factory, visible in the distance.

From 68th Street to 84th Street we may be held up by red signals as the local train ahead of us discharges passengers every few blocks. The line is on a fill with girder bridges over every street crossing. Some streets do not go through. Beyond 84th Street there are comparatively few passengers to unload, and our speed will gradually increase from there as we turn south to West Junction.

This is beautiful railroad country. As our car passes the local turn-around loop at West Junction, the Hales Corners line climbs abruptly to cross high over the tracks of the Chicago & North Western's freight cutoff and Madison line. Below us, the Waukesha interurban rails round a sweeping curve to the west and pass under the freight line, which has swung to the north. The Waukesha line continues straight west, paralleling the Madison tracks of the North Western. Seldom does one see a North Western train, however.

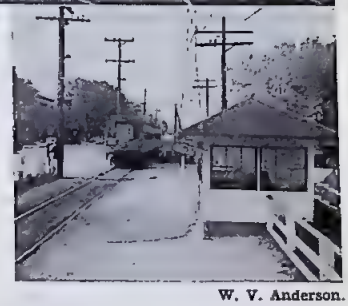
The route to Waukesha is double track all the way, running mostly due west. It is a high-speed line with few stops. Entry to Waukesha is made between factory buildings and over city streets, and trains are turned a block west of the downtown station. The city is famous for its spring water, which is bottled and sent all over the country. When the interurban line was first built to Waukesha in 1898, numerous spas attracted visitors from near and far, and Milwaukee Electric got a good share of the business. In 1907 and 1908 this line was extended to Oconomowoc, then to Watertown, 32 miles farther west, but after abandonments began in 1938, the line gradually shrank back to Waukesha. Since 1938, Soo Line passengers bound for Milwaukee have been transferred at Waukesha to the Milwaukee Electric. Formerly Soo trains ran into the city over Milwaukee Road tracks.



The Hales Corners line is nothing like the one to Waukesha. It is single track with two passing sidings, one at Oklahoma Avenue and another at Layton Avenue. Besides these is the junction with the Lakeside freight line, and cars sometimes use this to make meets. It involves backing in or out, but is better than holing up at one of the passing sidings if the opposing traffic has not tripped the red before we leave the block. We meet one eastbound train between West Junction and Hales Corners.

The Lakeside freight line is operated from Powerton and St. Francis for interchange of car-

W. V. Anderson. Ralph Beter.



W. V. Anderson.

Milwaukee Electric freight trains serve a farmers' cooperative association at Hales Corners as well as other business firms. Tank cars↖ are on co-op's siding; just behind them, the tracks make a loop to return passenger cars to Milwaukee. Waukesha cars are also turned on a loop↗ in Waukesha. An afternoon train approaches the station→ in "Downtown Hales Corners," ready to disgorge a crowd of teen-agers returning home from high schools in West Allis, West Milwaukee and Milwaukee. Suburban communities southwest of Milwaukee are too small to support their own high schools, so the 7:42 morning car out of Hales Corners carries more students than anyone else. The 8:14 also carries some. Practically all students return on the same car in the afternoon — the 3:32 out of Milwaukee.

load freight to and from the Lakeside power plant of the Wisconsin Electric Power Company. Connections are made with the Milwaukee Road at Powerton and with the C&NW at St. Francis. Other carload freight is handled over the passenger lines from connections with the Milwaukee Road at Greenfield, near Schlinger station, and with the C&NW just south of West Junction. This interchange traffic runs to Hales Corners, to Sunny Slope Road on the Waukesha line, and to the Milwaukee switching area. Freight movements consist of two or three cars tacked onto a power unit, ungraced by a caboose.

Station stops on the Hales Corners line are frequent. Two are in the middle of a prairie (one is called "Meadows"). All others are at road crossings. The roadbed is rough and we're jostled continually — but for the price the regular customers pay, it's not bad service at that. Hales Corners is reached about half an hour after departure from the Public Service Building. The little unincorporated community of 800 has three station stops, about three blocks apart. The last of these, as our waggish conductor announces it, is "Downtown Hales Corners" — a scattering of stores, service stations, farm implement dealers, a newspaper, a bank, and a post office, well interspersed with taverns. Freight service accommodates a lumber and fuel company and a bulk oil plant, both south of the waiting station. Passenger service ends "downtown"; the cars, however, run a half mile farther without passengers to turn around on a loop.

All terminals on the TM are equipped with loops because passenger trains have cabs in one end only. Entrance doors are at the right rear of single cars and at the right center of the two-unit articulated trains. These two-unit cars have a common four-wheel truck between them.

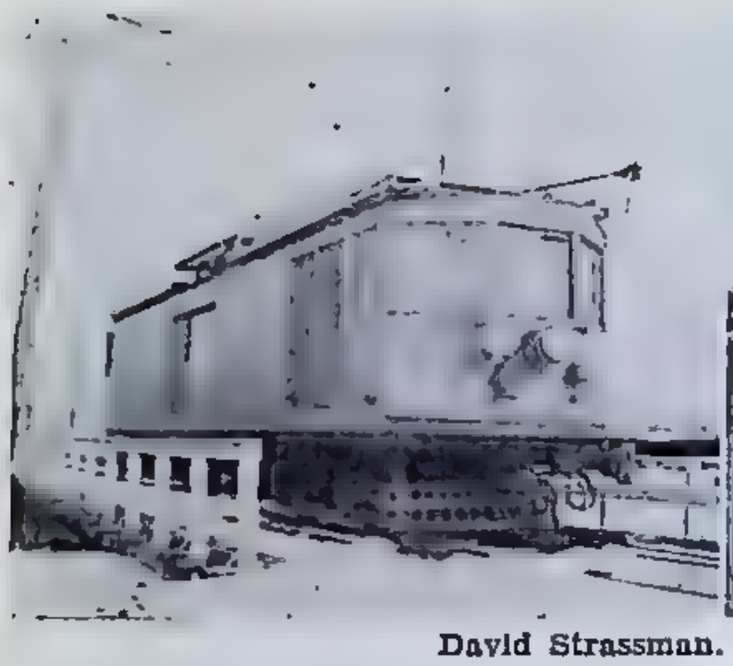
Interurban service to Hales Corners began in 1903. In 1907 it was extended to East Troy, 36 miles from Milwaukee, and two years later a branch was built from St. Martins (2 miles beyond Hales Corners) to Burlington. This line was also 36 miles long, figured from Milwaukee. Both lines ran through areas of broad farm lands cut up by resort lakes.

The Burlington line was the first to be abandoned when retrenchment began in 1938, and shortly afterward the East Troy line was torn up. Only a 6-mile fragment of it remains at the western end, now owned by a farmers' cooperative association and used for freight service between East Troy and the Soo main line at Mukwonago.

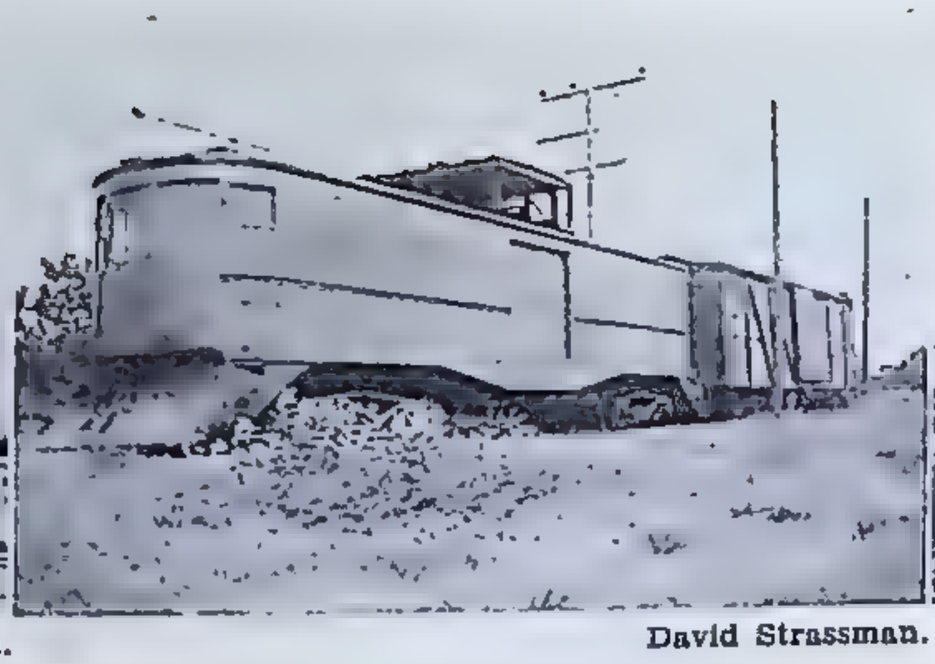
From Milwaukee to Port Washington the TM runs over busy city streets a tedious 3 miles from the Public Service Building. Nineteen minutes are allowed for this stretch of street operation, but during rush periods even this allowance may not be enough. The line is single track for a short distance on private right of way, then becomes double track to Brown Deer, where it reverts to single track.

A small part of this route is built to super-railroad standards on an old grade originally used by the Milwaukee Road and later relaid with rails by the interurban. Still later the TM started to build a third line to the same standards as the rapid transit. Not far from the completed part the track runs at the base of its own earth embankment, crossing streets at grade where bridge abutments wait for bridges to be built. This part of the super-railroad was not completed, and for more than 15 years trains have used the shoo-fly track which was laid by contractors during the heavy construction period.

Beyond Brown Deer the line is picturesque — doubly so now that abandonment is assured and maintenance is kept at the minimum — with station names such as Highway 5, Highway 6, and so on. The electric line parallels the Milwaukee Road's single-track route to northern Wisconsin and Upper Michigan points. Freight interchange is made between the



David Strassman.



David Strassman.

David Strassn

Freight equipment on the Milwaukee Electric is varied. Some now belongs to Kenosha Motor Coach Lines, while some belongs to the Wisconsin Electric Power Company. The KMCL owns three snow plows, three line cars, two freight motor units, one work car, two tank cars and three ash dump cars. The snow plows were used extensively last January, when the Milwaukee area was paralyzed under a heavy fall of snow. Milwaukee Electric was the first transportation system restored to service after the blizzard, almost a full day before street cars were back in operation. Bus service was disrupted.

steam road and the electric line at Brown Deer.

Approaching Cedarburg, the Milwaukee Electric rises to cross the Milwaukee Road tracks, then continues northward. Travel over the private right of way in Cedarburg is slowed by numerous street crossings for which Motorman Adolph Wendlandt keeps the bell clanging almost continuously. After leaving the station, we pass an old car barn. Then the track turns east, crosses the main street and Cedar Creek. We pull into Grafton over a high viaduct across the Milwaukee Road, a highway, and a small valley.

"I brought my family along for the ride one Sunday," says Motorman Wendlandt, "and I had a few minutes to spare here at Grafton, so I went into that ice-cream stand over there to get the kids a cone. While I was gone, a couple of railfans spoke to my wife.

"'Will we have time to take a shot here?' one asked her.

"'Oh, you can't get whiskey here — only ice cream,' said my wife.

"She felt rather sheepish when the railfan explained he only wanted to know if he had time to take a picture."

The line crosses the Milwaukee River north of Grafton, and sometimes "Old Joe" Vey, Grafton fisherman-hunter-trapper, can be seen wading in hip boots as he tends his minnow traps. As the line dips under the North Western tracks at Port Washington, we see the spur to the power plant. Then the passenger line loops in front of the modern station building at "the Port," as the city is locally known.

The Port Washington line is very rough. In its heyday this line featured parlor car service, colored porters and all. The cars had low windows at the rear which afforded a magnificent view of the right of way. The original tracks were laid in 1907 as far as Port Washington. In 1908 they were extended on to Sheboygan.

The single track south to Racine and Kenosha is (visually, at least) in almost as bad condition as the Port Washington line. Here, too, grass covers the crushed stone of the right of way. Traffic is slowed through the streets of Milwaukee's south side and through Racine. The general offices of the Kenosha Motor Coach Lines are at Racine. This tan wooden building doubles as station for the interurban and for the bus lines which terminate at that point.

The line parallels the North Western freight tracks for about 5 miles, and farther south it parallels the C&NW main line. The *"400"* can often be seen from Milwaukee Electric car windows. The Chicago North Shore & Milwaukee electric railroad also serves the same territory, but at some distance to the west.

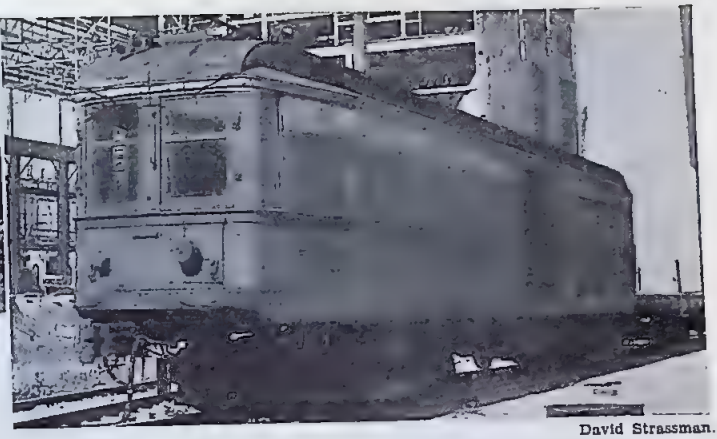
At one time, two dining cars served patrons of this line, in conjunction with the line to Watertown. These duplex cars, coach in front and diner in the rear, were run through from Kenosha to Watertown and return. When dining service was discontinued the rear-end kitchens were converted into baggage compartments, and during the war were removed entirely. Seats were added.

When the line was rebuilt for faster service, part of its new location coincided with a concrete

Ralph Beter.

David Strass

Jack Galloway; from Ralph H. Beter.



David Strassman.

This steeple-cab locomotive↖ and others like it once worked the Milwaukee Electric Lines but now stay close to home on power company tracks. This motor unit↗ is often seen.

highway. A new highway was built and the rock ballast for the interurban was laid right over the old concrete pavement. This level, smooth-riding stretch of track is a tempting place for motormen to race autoists on the one side or C&NW passenger trains on the other.

Back in the '20's and beyond, the Milwaukee Electric did a brisk business. By 1931 it was recognized as the third fastest electric interurban railway in the United States, with an average speed on its Oconomowoc run of 59.95 miles per hour. Special excursion trains carried hordes of amusement seekers to Waukesha Beach on the Watertown line, and to Muskego Beach on the East Troy line. Hunters and fishermen used the interurban on weekend trips to resorts which grew up around the inland lakes along the right of way. Today many of these old resort hotels stand practically abandoned, and only the tavern quarters are used. Fred and Carrie Dreyfus can remember when the resort they ran at Big Muskego Lake was filled to overflowing every Saturday night, and hunters and fishermen clamored for rooms.

"We used to cook potatoes in wash boilers to accommodate the guests," says Carrie. In those days, she recalls, the interurban cars ran by electricity and the hotel's water was pumped by hand. Now the water is pumped by electricity from the highline which follows the abandoned right of way, but the cars no longer run. Fred and Carrie long ago gave up the resort. Cows graze along the old right of way to East Troy, and in some places bumpy, single-lane auto roads follow the path made by the rails. The old turn-around loop at Muskego is occupied by a baseball diamond. Buses enjoy their own private road on the old roadbed on part of the Watertown line.

Crowds still go to Muskego Beach and Waukesha Beach. Hunters and fishermen still go to the lakes for one-day flings with gun and rod. But nowadays most people go by private car or bus. Only the suburban business holds any promise for Milwaukee's super-interurbans.

David Strassman and W. A. Akin Jr.

W. V. Anderson.

A steeple-cab locomotive↗ waits on the freight belt at the junction with the Kenosha line. High-tension power line↗ towers above Port Washington right of way. KMCL headquarters are combined with bus and interurban station↘ at Racine. At far left← city buses await unloading from freight cars at Cold Spring interchange. The Sheboygan line is abandoned north of Port Washington (center←). Old Dreyfus resort↖ on Big Muskego Lake was served by East Troy line on which autos now trespass.

Milwaukee Road.

Symbol of a Passing Era

Flying cinders and swirling dust forced travelers off open observation platforms as train speeds rose; is astra dome the answer?

BY PHILIP B. KORST

The brass-railed open-platform observation car was an accepted part of almost every luxury train until the '30's. It was a symbol of the finest passenger travel in a more leisurely age. Who can forget the gleaming brass rail of the old *Century* and the wonderful rectangular tail sign which spelled out *Twentieth Century Limited* in tiny blue lights?

But the open-platform observation car is a thing of the past. With the introduction of streamliners and the great speedup of standard train schedules, the open platform became more and more impractical and uncomfortable to ride, at least from the average traveler's viewpoint. It takes a hardy person to brave the smoke, cinders, and flying pieces of roadbed which are encountered on the rear platform of a train going 80 or 90 miles an hour.

Consequently, railroads and the Pullman Company have rebuilt many open-platform cars into standard solariums. Many railroads, to add insult to injury, treat these cars as ordinary lounges; they often run them with the solarium end forward and with the car in the middle of the train. Such indignity would never be tolerated by an open platform.

All of the streamliners have tapered or rounded solariums. Some of them have curtains at the windows to further obstruct the view. The New York Central's *Mercury* and the Milwaukee's *Hiawatha* are notable exceptions to this. Their solariums give excellent visibility.

The open platform was given a temporary reprieve during the war, when new equipment could not be built. But a government order kept passengers off the rear platform. Now, with passenger car production in full swing, many trains which still sport an open platform will be replaced by streamliners, and this summer may be your last chance to ride in old-style observations. Let's see what is still available.*

In the scenic Pacific Northwest the Great Northern operates old-fashioned observation cafe lounges on the daylight *Cascadian* between Spokane and Seattle, and on the *Morning Puget Sounder* between Vancouver and Seattle. The latter is a southbound daytime train. The *Afternoon Puget Sounder* carries the same car northbound. The observation cars are air-conditioned, but are of the old type with the door on one side of a wide rear window.

The Canadian train skirts the edge of Puget Sound for many miles, with views of the Olympic Mountains across the water. Its observation is used as a parlor car, so a first class ticket is needed. An additional charge is made for the seat.

On the *Cascadian* the observation car is almost identical to the one on the *Morning Puget Sounder*. But it is labeled "reserved seat coach," and only a small seat charge is made in addition to the regular coach fare. The *Cascadian* treats you to some spectacular mountain scenery, with an 8-mile blackout through Cascade Tunnel. Electric and oil-burning locomotives keep the platform free of cinders.

Unfortunately (for sentimentalists like myself, at least), both these trains will soon join the Big G's *Empire Builder* in streamlined, diesel-powered garb.

Dixie, land of short lines as

*A number of trains which carried open-platform cars at the time this article was written three months ago do not carry them now. The article was revised at press time, and is correct as of June 23. However, other changes may have been made since then. — *Ed.*

Victor H. White.

Open-platform observation cars were so highly thought of in the early '30's that long-distance bus lines copied the styling. They added falsework to simulate an observation platform. Movies which showed trains always included a shot or two of the actors on the observation platform. Amusement-park photographers featured observation platforms among their props. These Olympian↖ and Oriental Limited↗ cars were among the finest in their day.

Ken Harris, Seattle *Post Intelligencer*.

The Esquimalt & Nanaimo↑ featured an open-platform observation car on Vancouver Island. The Milwaukee Road's Olympian↓ in 1946, at Pipestone Pass.

W. R. McGee, 418 N. B St., Livingston, Mont.

Passengers on NYC's Twilight Limited↘ watch the B&O Columbian↙ east of South Chicago. PRR's Detroit Arrow also used to race the Limited in this stretch.

well as cotton, also abounds in open platforms on small and some not-so-small roads. My vote for first place goes to the Tennessee Central, whose day trains 1 and 2 carry an observation cafe coach on the rear end. TC passenger equipment is painted Tuscan red and is immaculately groomed. The cars fairly glisten, unlike equipment on many larger rail systems. The tiny Nashville depot seems to be a haven for open platforms. On a typical morning you can see two or three TC business cars besides the observation on No. 2 before its departure for Harriman, Tenn.

The *Dixie* trains — *Dixie Limited* and *Dixie Flyer* — carry open-observation Pullmans between Chicago and Florida. I fondly remember one dark winter morning when I watched the *Dixie Flyer* on the Central of Georgia as it backed slowly into the Macon station. It had a wonderful purple tail sign on its platform, and electric markers.

It is still quite a sight to see the sparkling brass rails of the *Dixie* trains' observation platforms in Dearborn Station, Chicago, as they try to outshine those on the blue and gold *Banner Blue* and *Blue Bird* of the Wabash. The latter trains still have tail signs, but (on the C&EI at least) the *Dixie* trains now carry portable Mars lights instead. It is a shame that the flashing red Mars light, a spectacular piece of railroading in itself, means there will be fewer tail signs on rear platforms.

Most streamlined trains have a

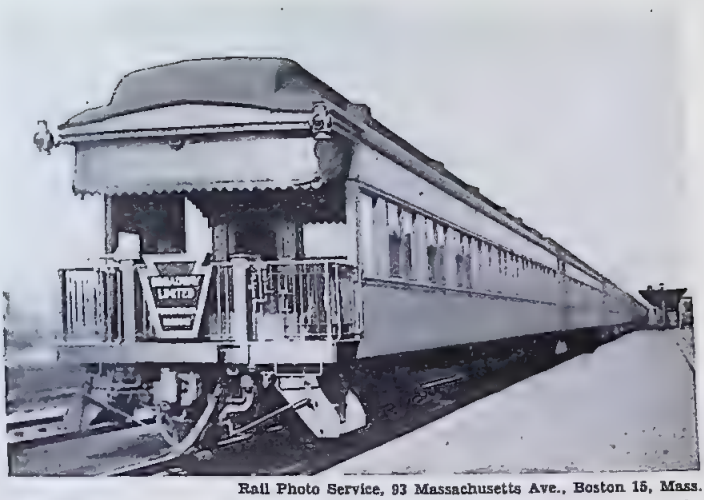
Philip B. Korst, c/o Pennsylvania RR., Grand Rapids, Mich.

permanent Mars light on the roof of the solarium, and it does not disturb the tail sign in its usual position. On a standard train, however, the Mars usurps the spot in the middle of the observation grill work which is normally occupied by the tail sign drum.

The *Planter* is still railroading in the old tradition between Memphis and New Orleans. It runs on that part of the Illinois Central which once had the romantic name of "Yazoo & Mississippi Valley Railroad." Although this is an overnight run, parts of the trip each way are in daylight. A most unusual car is on the rear of the *Planter* — a restaurant - coach - sleeper - observation. Apparently the two cars used in this service are made-over business cars. In any event, they belong to a bygone age. The ancient scrollwork on the observation grill is quite different from the vertical lines found on younger cars. These unusual cars are appropriately named *Cottonland* and *Riceland*.

For the fastest platform ride there is, try the observation parlor car on the Pennsylvania's *Chicago Arrow* between Fort Wayne and Chicago. The 123 miles from Fort Wayne to Gary are covered in 101 minutes. This is an average of 73.1 miles an hour; you'll be holding on to that brass rail most of the way. Eastbound, the *Detroit Arrow*, once the world's fastest train, is still by no means slow. It takes 102 minutes over the same stretch.

New York Central's competing train, the *Twilight Limited*, leaves



Rail Photo Service, 93 Massachusetts Ave., Boston 15, Mass.

The famous Broadway Limited carried this open-platform car↖ in 1933. The observation on the Waterloo, Cedar Falls & Northern↓ has a wide rear window.

Philip B. Korst.

The Canadian Pacific's Alouette↙ used to carry this heavy open-platform observation car. In this picture the Alouette is shown on Newport Hill, Vt.

Philip B. Korst.

The open platform of one Flamingo↑ is seen from the platform of its running mate as they pass. Canadian National's Ocean Limited↙ had a square tail sign.

Denver & Rio Grande Western still operates this three-foot gauge open-platform car↘. It also features a glass-roofed car, the Silver Vista [July Trains].

All photos, Kail Photo Service.

Chicago at 3:45 p.m.; the *Detroit Arrow* leaves at 4:15. At one time both trains left their joint Englewood Station (on the south side of Chicago) at the same time, and raced each other to Whiting, Ind., on parallel tracks. It was fun to ride on the open platform of the leading train, watching and listening to the thunder of the K-4 or Hudson on the other flyer as it tried to pull ahead. To make things even more interesting, the B&O sometimes made a bid with its dieselized *Columbian* where its tracks also parallel the others just beyond South Chicago.

Electric railfans no longer find open platforms on interurbans as common as they once were. But for a ride typical of 20 years ago, take the Waterloo, Cedar Falls & Northern between Cedar Rapids and Waterloo, Ia. The WCF&N still carries observation cars. Wicker furniture, a large rear window, and the door at one side clearly mark these cars as period pieces. If you ride sitting on one of the little camp chairs on the platform, be sure to have a good hold on the nearest grab iron. The roadbed is such that a firm grip is necessary if you wish to stay aboard.

Diesel power is usually associated with streamlining. This is partly due, perhaps, to the propaganda efforts of General Motors. In several cases, however, we find the open platform still gracing the rear of trains on which steam has bowed to diesel on the other end. This is indeed regrettable from an aesthetic sense, but from a practical standpoint it does eliminate cinders, and there is no smoke pall to mar the view.

Two of the four railroads between Chicago and St. Louis offer open platforms on their day trains. The steam-powered Wabash trains have already been mentioned. The Alton (Gulf, Mobile & Ohio) has a diesel-powered standard day train, the *Alton Limited*. All equipment on the Alton has recently been repainted "Alton red," trimmed with gold, and the new paint is still shiny. Alton red will soon be seen on all GM&O equipment. Brass work on the *Limited's* platform is kept sparkling, and you can imagine that this train is indeed sightly, when viewed from the rear at

Canadian Pacif

Open-air observation cars↖ are still to be found on some summer trains in the mountains. This one is on the Canadian Pacific near Exshaw, Alta., a few miles west of Calgary. The old Empire Builder↓ leaves Glacier Park.

least. Prize features on the observation car are the leather "jump" seats which fold down just under the rear windows. Many of today's remaining open-platform cars no longer provide camp chairs to sit on the platform, but these seats are built right in and are always available.

With the emphasis on speed and streamliners, most of the transcontinental trains no longer carry observation cars. The Milwaukee's new *Olympian Hiawatha* at present still upholds the tradition, but soon will replace the open-platform observation with a new glass-roofed observation car. In prewar days the *Olympian* used to carry a full-length, completely-open observation car through the mountains during the summer months. The old *Olympian* is now called the *Columbian*, and it has an open-platform observation car.

The Canadian National's *Continental Limited* and the Canadian Pacific's *Dominion* carry open-observation cars in the summer.

Another transcontinental standard bearer is the *Exposition Flyer* on the Burlington, the Rio Grande and the Western Pacific. This train is diesel-powered most of the way. Undoubtedly it, and its 10-section observation, will be doomed when the streamlined *California Zephyrs* enter the picture. But perhaps these very *Zephyrs* offer streamlining's recompense for the open platform's gradual withdrawal into oblivion, for five cars on each train will feature the new vista dome. The vista dome (or astra dome, as it is called on the *Train of Tomorrow*) may be the logical successor to the open platform. In many ways it is definitely superior for all types of sightseeing. It gives all-around visibility, including a straight-ahead view previously obtained only by sitting in the "railfan seat" on an interurban. In the vista dome you can read the signals with the engineer and see the track ahead.

C. H. Poole Jr.

New Railroad Books

The Road of the Century, by Alvin F. Harlow. 447 pages, 5½" x 8". $4. Published by Creative Age Press, New York.

You will like this book. It is a history somewhat between the popular superficial railroad book and the scholarly tome. I will wager that Alvin Harlow's story of the New York Central will be read long after "best sellers" are forgotten and many a documented history gathers dust. Many writers have told about the Central, but here is the only complete and well-rounded history of this great railroad.

Why? To begin with, we have a nicely balanced railroad history which starts with the 17-mile Mohawk & Hudson and ends with the 10,000-mile transportation giant that is today's New York Central System. It is a big job to integrate the 600-odd companies which make up the Central without placing overemphasis on minor properties or giving undue attention to men who are much talked of yet not very significant.

Take Commodore Vanderbilt for example. No one for a moment would discount his importance, but in many ways his son, William H., was equally as great, although certainly not as colorful and far less striking. Time has not lowered the Commodore as an epic figure. On the other hand, it has lifted "Billy" to an enviable position which Harlow shows.

In this modern day we are likely to forget the old-timers who built the pioneer railroads. Harlow is very careful to see that they are all accorded their proper role. In the "twelve little railroads" which form most of the present main line from Albany to Buffalo we see the moving spirits of George W. Featherstonhaugh, Erastus Corning, John Wilkinson, Dean Richmond and John B. Jervis.

Nearly half of the book is concerned with the lines that now make up the New York-Buffalo main line: the tempestuous New York & Harlem; the extremely well-built Hudson River Railroad; and the chain of a dozen small roads along the Erie Canal. That is as it should be, for these properties were the very foundation of the New York Central & Hudson River Railroad. The rest of the book has chapters on the Michigan Central, the almost gradeless route of the Lake Shore, the once-famous "Bee Line," and the sprawled-out empire of the Big Four.

That stalwart property leased by the Central, the Boston & Albany, is also included. In another chapter we read about the old Rome, Watertown & Ogdensburg, a romantic carrier in the "North Country." Finally, in "The Tragedy of the Nine Tunnels," we learn of the attempt to build the South Penn, and the deal by which the Central acquired the West Shore.

Personal anecdotes and sagas of men and trains are interwoven with facts, mergers, and financial upheavals. *The Road of the Century* is a history of an era as well as of a railroad.

The book has many rare and unusual photos and sketches, and adequate index and bibliography. A map of the New York Central on the end-papers is a great help to the reader. Numerous individual maps are scattered throughout the text. I recommend this volume as a standard work for any general library, and as a No. 1 item for the railroad student and fan. — *Frank P. Donovan Jr.*

This Pounding Wheel, by Garth Hale. 314 pages. $3. Published by E. P. Dutton & Co., New York.

This Pounding Wheel, a novel by Garth Hale, will probably prove more interesting to TRAINS readers because of its railroad background than for its well-developed characters and plot. Indeed so important to the story is the C&O Railroad's operation and maintenance that the railroad itself is the real hero. Not only will the railfan find this book a rich source of railroadiana about the C&O at the turn of the century, but most of its facts and its fascination are applicable to other railroads of this period as well. — *Bernice Kalmbach.*

War on the Line, by Bernard Darwin. 215 pages, 5½" x 8¼". 7s.6d. Published by Southern Railway, Waterloo Station, London, S. E. 1, England.

The role of England's Southern Railway in the late war is the theme of this book. It gives a good picture of how one of England's four major railways provided wartime transportation. We see how the Southern hauled troops and munitions, how it carried women and children from the riddled cities to the country, and how it gave relief to the sick, wounded, and starving. The story includes many incidents of human interest about the railway workers and the public. The book has many illustrations, some in color, and an adequate index. — *Frank P. Donovan Jr.*

Some Speed—but It's an Error

Mixed trains 101 and 102 of the Willimantic subdivision, Central Vermont Railway, had difficulty in adhering to their schedule for a few days last spring, until a printer's error was corrected and a new timetable issued. According to timetable F-162, train 101 left Montville, 6 miles down the line, one hour *before* it left New London headed for Montville. Train 102 left Montville at 12:40 p.m. and arrived at New London more than 10 hours later, at 10:50 p.m.

The railroad distributed only a few timetables before it discovered the error and issued a new table, F-163. Now train 101 has no difficulty. It leaves New London at 7 a.m., does a lot of switching at Montville, then leaves Montville at 8. Train 102 does its switching at Montville and leaves at 12:40, the same as before, but now it arrives at New London at 12:50 — officially as well as actually.

Train Gets Ticket

When a Pennsylvania-Reading Seashore freight train blocked a Westville (N. J.) crossing for 14 minutes, a policeman handed Conductor D. R. Mead a ticket. The charge: illegal parking of a freight train.

2

Short-Lived Short Line

When C. C. Godman and his associates built the Dardanelle, Ola & Southern Railway in 1907, it was primarily to connect Dardanelle, Ark., with the main line of the Rock Island at Ola. Less than three years after the last spike was driven the 15-mile road was in receivership, from which it emerged as the Rock Island & Dardanelle Railway, operated under 999-year lease by the Chicago, Rock Island & Pacific. The Rock Island has since abandoned the branch. This photograph of DO&S No. 2 was taken at Dardanelle on December 10, 1907, less than a month after the line was completed. Before acquisition by the DO&S, No. 2, which was built by the Rome Locomotive Works, served some time on the Pennsylvania Railroad. From the collection of C. W. Witbeck, Box 2501, West Jackson, Miss.

New Coast-to-Coast Pullman Service

WITH A STOPOVER IN

New Orleans!

Southern Pacific is happy to announce a new coast-to-coast Pullman service on the Washington-Sunset Route (New York to Los Angeles, via New Orleans).

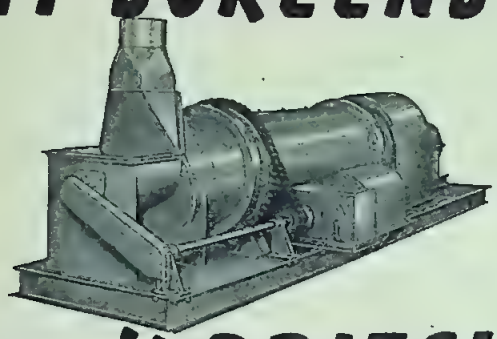
Under the new service, you arrive in New Orleans aboard a special car on the *Piedmont Limited*. You are met aboard the train by a Washington-Sunset Route Representative who explains how you can leave your baggage right in your Pullman space while you enjoy a carefree stopover of several hours in New Orleans. He also suggests points of interest to see and recommends famous restaurants in the Crescent City.

While you are out seeing the city, the Washington-Sunset Route Representative personally supervises the moving of your baggage to your new Pullman accommodations, without charge. At train time you go to the other railroad station, where you have identical Pullman accommodations in a spic and span car of the same type as the one in which you arrived, on the fast *Sunset Limited*. Your baggage is waiting for you right there at your Pullman seat or room.

Similar service is available eastbound, too, so you can use the Washington-Sunset Route one way, one of our other scenic routes the other, and see twice as much.

S·P The friendly Southern Pacific

IT SCREENS



as it DRIES!

IDEAL FOR SAND — MINES Rotary Sand Dryer Screener is available in choice of oil or gas burning models. Direct flame assures more efficient drying action. Agitation is accomplished by drum rotation and lifting distributing action of baffle plates. Delivers two to three tons of perfectly screened dry, free running sand per hour; depending on initial moisture content. Also excellent for other non-combustible materials.

WRITE FOR DESCRIPTIVE BULLETIN AND PRICES TODAY

MINES EQUIPMENT COMPANY

4237 Clayton Ave. MINES St. Louis 10, Mo.

300 UNION PACIFIC EXISTING LIVESTOCK DISPATCH CARS GO ON TIMKEN BEARINGS

Three are in service; the others will follow as fast as they are changed over from friction to roller bearings.

These cars will operate between Salt Lake City and Los Angeles and with roller bearings the Union Pacific estimates that running time can be cut from 60 hours to less than 30 hours with the Las Vegas feed and water stop eliminated.

Freight trains will travel at passenger train speeds; livestock will get a smoother ride and arrive in better condition; operating and maintenance costs will be reduced.

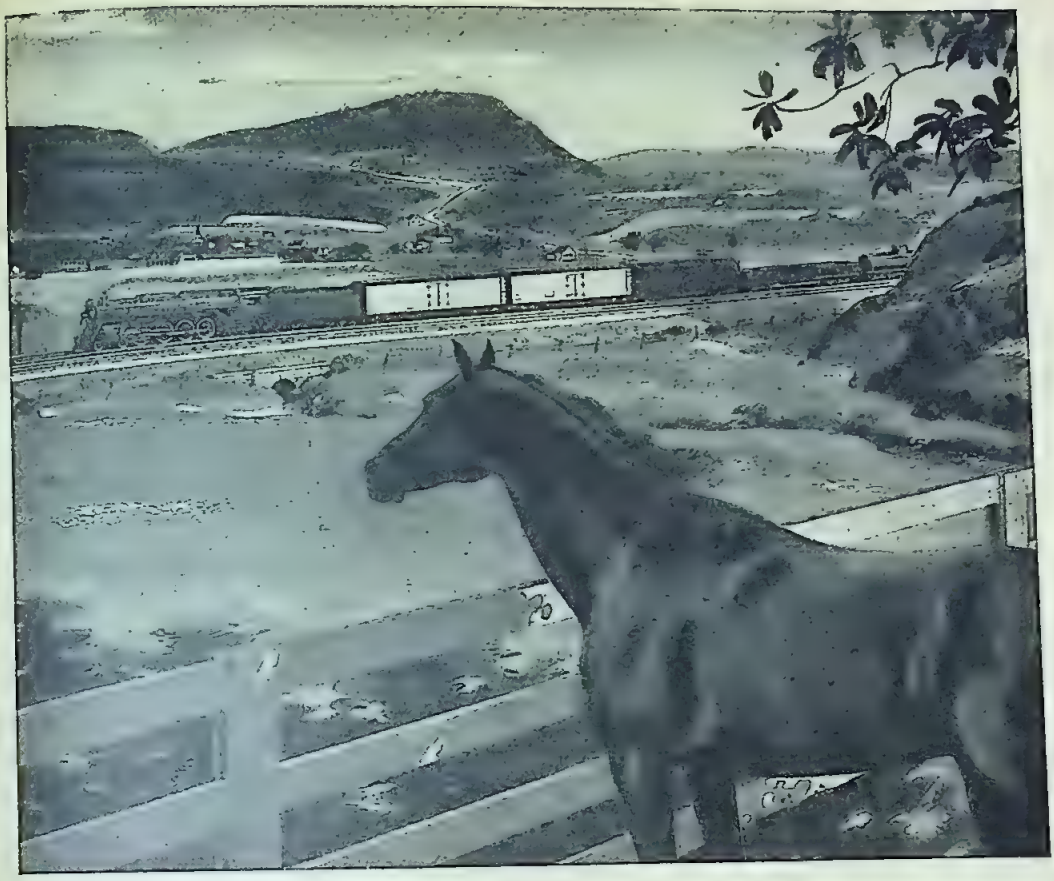
THE TIMKEN ROLLER BEARING COMPANY, CANTON 6, OHIO

Oui, M'sieur!

— it's a LIMA

Yes, that familiar diamond trade mark on the side of the locomotive indicates that it was built at the Lima Shops in Lima, Ohio. The locomotive is one of 280 Lima-built steam locomotives being used on the French National Railways to speed reconstruction. The locomotive is just leaving the round-house at Grenoble in the foothills of the Alps, which may be seen in the distance.

LIMA LOCOMOTIVE WORKS LIMA LOCOMOTIVE WORKS INCORPORATED **INCORPORATED, LIMA, OHIO**



Where Does the Iron Horse Get its Oats?

YOUR RAILROADS need investment dollars just as much as a thoroughbred needs oats.

Investment dollars nourish research and invention, improvements in plant, equipment and service—the railroads' life and future vitality.

But to attract these investment dollars, and to finance improvements needed to serve you better, the railroads must have reasonable earnings.

Most folks think 6% is no more than reasonable. Last year, however, railroads as a whole earned an average of only 2¾% on their net investment. Many railroads actually lost money. And this year, even though hauling a record peacetime traffic, your railroads will probably average only about 3%.

Why are your railroads faced with this situation? That's simple. Since 1939, wages are up more than 50% . . . costs for materials and supplies up 60%. At the same time, the average charge for hauling a ton of freight a mile is less than 15% above 1939! Railroads are still hauling freight for less, on the average, than any other comparable transportation in the world.

Any business should earn at least 6% if it is to continue as a progressive, self-supporting enterprise. The railroads are no exception.

Doesn't this strike you as fair in principle . . . sound in practice . . . and to *your own* best interest in the long run? *Association of American Railroads, Washington 6, D. C.*

AMERICAN RAILROADS

THE NATION'S BASIC TRANSPORTATION

RUNNING EXTRA

The boss let out a loud laugh as the humor of the situation suddenly caught him. TRAINS Associate Editor Willard Anderson had just left the office for a company trip, with expense account, which any TRAINS reader would gladly have paid for with his left eye. Andy's assignment was to ride the Pennsylvania east, daylight over the mountains east of Pittsburgh, go up to Schenectady and back on the *Empire State* to see a new Alco diesel, spend a couple of days looking over the innards of Grand Central and Pennsylvania stations, then ride the cab of a GG-1 to Washington and a B&O diesel to Pittsburgh, and then come home.

Such work is a constant necessity for TRAINS editors because firsthand familiarity with railroads all over the country is necessary for the most accurate and most interesting editing. It is a byword in our offices that no one may write on a piece of line unless he knows it firsthand. Each editor has put in hundreds of thousands of miles on the rail, each has his specialty, but each is also constantly adding to his mileage, seeing divisions and lines he has not previously traveled.

Andy, for instance, knows western railroads, for he was brought up in Denver and Chicago, where his father was mechanical engineer for the Burlington. So he gets eastern assignments whenever possible. His specialty is copy editing and rewriting, for which he has been well trained by newspaper work, and by experience on TRAINS since the beginning.

Andy was born in Missouri. Perhaps that's why he seldom takes any writer's word for anything. In working over manuscripts he dissects such innocent-looking sentences as "At 12:01 p. m. the giant Northern's 80-inch drivers will begin to roll . . . on the Los Angeles Division of the Santa Fe Railway." That sentence was correct when the author wrote it, but by the time the article was scheduled to appear in the magazine the railroad had switched to diesel power on that particular train. Andy changed the sentence to read ". . . the diesel-powered streamliner will begin to roll . . ." and brought the article up to date.

Railway

Railfan Club for the Deaf

I am a deaf mute, and I am organizing a railfan club for the deaf. I know there are 77 deaf railfans in the United States and would like to hear from more.

Jack Hedden, 640½ W. 35th St., Los Angeles 7, Calif.

Highway Maps Which Show Railroads

States whose highway departments publish maps which show railroads as well as highways are: Alabama, Arizona, Arkansas, Colorado, Connecticut, Delaware, Idaho, Illinois, Indiana, Kentucky, Louisiana, Maryland, Nevada, New Jersey, New Mexico, North Dakota, Rhode Island, Tennessee, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming. I have also requested maps from Massachusetts, Oklahoma and South Dakota, but so far have not received them.

John G. Meyer, 1st Lt. M. C., Port Dispensary, SFPE, Ft. Mason, Calif.

Railroads Have Atmosphere

Railroads must change their advertising. They are still thinking of their trains as means of getting places. Planes get you there quicker. Buses let you see the country more intimately. The one thing where the train surpasses them all is in its atmosphere. It isn't the destination; it's the *trip!*

M. A. Cowdery, 2211 E. 69th St., Cleveland, O.

Otto Mears Wrongly Identified

By now you may have heard from other indignant subscribers about your identification of Otto Mears in the caption on page 36 of the June issue. That picture was taken in September, 1888, and I enclose a picture of Mears taken six years previous to this date for comparison. At no time, in his photographed life at least, was Mears ever clean-shaved. I am of the impression that the man standing at the pilot is Mears. Incidentally, No. 100 of the Silverton was named the *Ouray;* the name is faintly visible under the cab window.

Lucius Beebe, New York *Herald-Tribune*, New York 18, N. Y.

RAILROAD MAN OF THE MONTH

Willie Dillard is one of those rare persons who can take an ordinary job and turn it into a pleasure, and at the same time add to the pleasure of people with whom he comes in contact. Willie is a porter on the *Pocahontas* and the *Cavalier* between Lynchburg and Norfolk, Va.

The Norfolk & Western Railway is proud of Willie, and it has reason to be. The railroad has received many complimentary letters about him. Among them is one from Judge Herbert B. Gregory of the Virginia Supreme Court: "He is most courteous, helpful and efficient, for which the passengers are deeply grateful. It is unusual to find such a man in the times through which we are now passing. . . ."

Porter Dillard realizes it's the small things that count in making travel a pleasure. "It isn't what we are expected to do that our patrons notice most," he says. "It's the unexpected things like picking up a book or magazine that falls from a seat, quieting a little girl who is lost in

Post Office

Pacifics in New South Wales

The Government Railways of New South Wales had Pacific locomotives before getting the 25 new ones in 1946, one of which is pictured in May TRAINS. Five others were built during the early years of the war; I saw some in Sydney when on leave there in 1944. They looked much like Pennsylvania K-4's, although smaller because of restricted clearances. They use Belpaire fire boxes, like PRR. I was told that the Pacifics were to have been equipped with roller bearing driving boxes, made by SKF in Sweden. However, the ship they were on was torpedoed, so brass bearings were substituted, to be replaced at the end of the war.

J. L. Sommerville, 319 E. 4th St., Alton, Ill.

Cities Without a Depot

I've been checking the atlas and *Official Guide*. Here is my "entry list" for the "stationless largest cities" derby [see letter, bottom of page 66, June TRAINS]. Populations are taken from 1940 census figures, which explains the discrepancy between my figure and that of Thomas Dworman for Hamtramck, Mich.:

Lakewood, O.	69,160
Union City, N. J.	56,173
Irvington, N. J.*	55,328
Cleveland Heights, O.	54,992
Hamtramck, Mich.	49,839
West New York, N. J.	39,439

*Has Lehigh Valley freight station, but no passenger station.

Hamtramck, as you can see, has plenty of competition in this league; and it is interesting that Ohio and New Jersey cities seem to monopolize these rather dubious honors.

Donald M. Steffee, 512 8th Ave., Brooklyn 15, N. Y.

How to Plan a Complex Itinerary

William Forsythe's article on optional routes [April TRAINS] acknowledges the difficulty encountered in getting information about diverse routes. Most travelers don't realize that they can talk to any passenger solicitor, and need not stop with the ticket seller or information clerk. Division, district, and city passenger agents are to be found in metropolitan centers. Public timetables give their address. These are the men to see about any complex itineraries.

William C. Kessel, 3037 E. Federal St., Baltimore 13, Md.

N&W Porter Willie Dillard . . . courteous, helpful, efficient

the aisle, or taking a little boy for a drink of water."

Dillard's little courtesies begin the minute a passenger boards the train. He makes a special effort to see that all passengers have had their luggage stowed properly or otherwise disposed of to their satisfaction. During the trip he looks for those unexpected little things he can do to make the ride more pleasant, and tidies up the seats left by departing passengers. A few minutes before arrival at a station he announces clearly and loudly, "In about five minutes we will be at ____. If I can help you with your baggage it will be a pleasure to do so."

Willie is 40 years old. He started with N&W in 1924 as an extra force worker and since then has been cook, freight trucker, station porter, switch tender, and train porter.

SECOND SECTION

TRAINS is preparing a Railfan Club Directory which it plans to publish in the magazine this fall. We would like to include every railfan club of importance in the United States and Canada. We urge club secretaries to send us the following information not later than September 1:

1. State (or province) in which club is located.
2. City in which club is located.
3. Official name of club.
4. Street address.
5. Meeting nights and time.
6. Name of secretary.
7. Secretary's home address.
8. Your written signature, please.

Please print the information horizontally on a postal card or a piece of paper the same size; this will help us in compiling the directory. Mail the card to:

Railfan Club Directory
TRAINS
1027 N. 7th Street
Milwaukee 3, Wis.

* * *

You won't have to thumb through a pile of magazines in order to find a particular issue of TRAINS, if you buy a few binders to hold them. We have a limited supply of looseleaf binders available at $2 postpaid. The stiff board covers are made of maroon imitation leather, and fastenings are provided for 12 issues. Order yours today!

* * *

We have upped the rate of payment for photographs used in TRAINS. Payments now run from a minimum of $2 for pictures we reproduce in small size, to $8.50 for those we reproduce in full page size. Center spread pictures and cover color photos bring the photographer even more. If your hobby is railroad photography, here is a chance to make it pay for itself. Write for Photo Bulletin No. 4, which gives full information about our requirements.

* * *

Philip B. Korst isn't kidding when he says in his article "Symbol of a Passing Era" (page 54) that this summer is the time to ride open-platform observation cars. If you don't do it this summer, you probably won't have a chance to do it later, he says. He wrote the article this spring. We checked it over for accuracy just before going to press, and found that in two short months many railroads discontinued using open-platform cars.

* * *

We've hinted before, and we'll tell you now, that we're planning many improvements for TRAINS, beginning with the November issue. Why not send $4 today for a one-year subscription, and be sure you'll get that November issue?

KALMBACH PUBLISHING CO.

1027 N. 7th St. Milwaukee 3, Wis.

Why the Railroads Can't Afford NOT to Modernize!

A Dollars-and-cents Example That Will Interest Travelers, Labor and Investors

FOR a long time the C & O has said that America's railroads must modernize their passenger equipment — or forfeit a great opportunity.

In print and in private we have lampooned the "rolling tenements" that still pass for sleeping cars. We have stumped for streamlined trains to replace tired, creaking old day coaches. And over and over we have stated that, given attractive equipment, modern comforts and services, railroads could open the door on a new era of travel . . . *The C & O is replacing every old sleeping car, day coach and diner on its main lines with streamlined cars.*

But Is It Practical?

Standpatters in the industry are still shaking their heads. But lately more reasonable people have been asking, "How can large-scale replacement of old trains be practical?"

They point out that several of our largest systems had serious deficits in 1946. And everyone knows that the railroads are caught between rocketing costs and lagging rates. "How," they ask, "can we afford large outlays for new equipment?"

The answer is that railroads can't afford *not* to make these outlays. Here is a dollars-and-cents example:

The Investment That Is Fast Returning Its Cost

Last August one of the C & O lines, the Pere Marquette, installed two new daytime streamliners—the last word in passenger attractiveness.

These new trains have carried 86% *more passengers* than old trains over the same route during the same period of the previous year.

And here is proof: In less than 4 years, at the present rate, the *increase in passenger receipts* will equal the total cost of the trains!

Modern equipment is not a luxury that only a few fortunate systems can afford. Even a bankrupt railroad can borrow money today to buy such equipment at 2% interest.

Which will it be—modernization or continued deficits?

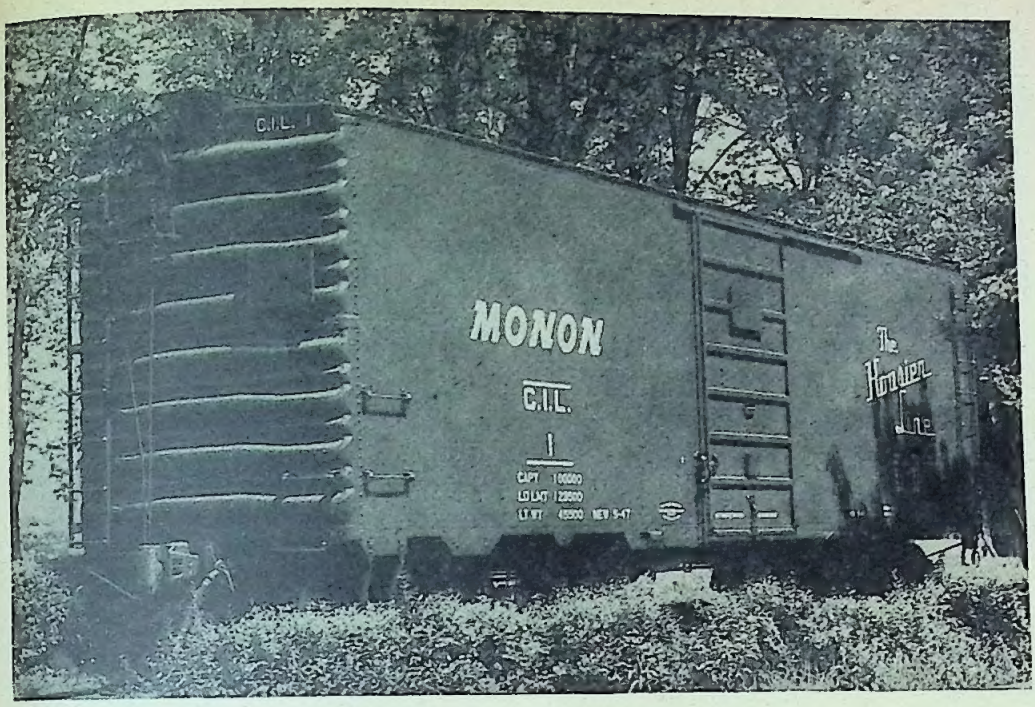
Which Way Do We Go?

If pessimism, old-line practices and Toonerville equipment continue to be tolerated, then, regardless of rate relief, further deficits and bankruptcies are certain.

But, if these liabilities are replaced by modern ideas and modern trains, railroads can again be a credit to our country and a bulwark of our national defense, which depends on a healthy transportation system.

The Chesapeake and Ohio Lines

Terminal Tower, Cleveland 1, Ohio



BOX CAR NUMBERS

A New Meaning for an Old Phrase

Styles change in numbers as well as in figures!

From time immemorial "box car number" has meant the imposing array of digits stenciled on the sides of freight cars. Each car number has to be repeated in innumerable oral and written reports, records and messages as the unit of equipment which it identifies shuttles over the vast rail mileage of North America.

Efficient business administration requires that all unnecessary work shall be avoided. Each unneeded digit eliminated from a car number reduces opportunities for error and saves thousands of lead pencil strokes, typewriter impressions, teletype impulses and spoken numerals.

Monon seeks the simplest and most efficient method even in seemingly unimportant things. Its car, locomotive and train numbers will utilize the minimum number of digits required by the size of its equipment ownership and operations.

"CI&L" Box Car Number "1" is a symbol not alone of a new style in car numbers but the progressive spirit which will soon characterize all of Monon's operations and services.

MONON

CHICAGO, INDIANAPOLIS & LOUISVILLE RY.

In the good old summer time...

This is no fish story -

Rio Grande TRANSPORTATION *is dependable*

THE DENVER & RIO GRANDE WESTERN RAILROAD CO.
F. C. HOGUE, Vice President-Traffic Rio Grande Bldg., Denver 2, Colo.

Rio Grande

A luxurious compartment on the TWENTIETH CENTURY LIMITED

For more than two years, this famous train on the New York Central has been powered by a General Motors locomotive on its daily run, 929 miles each way, between Harmon, N. Y. and Chicago. Also powered by GM Diesels are the Central's Knickerbocker and Southwestern, between Harmon and St. Louis.

"There's something really good about this morning!"

She feels as rested and relaxed this morning as she would had she slept in her own bed at home.

There are two reasons:

Modern trains follow modern locomotives. Since General Motors Diesel locomotives were introduced thirteen years ago, modernization of passenger equipment has made dramatic strides.

But the locomotive itself deserves part of the credit. The flow of power in a GM Diesel locomotive is so smooth that you ride through the night without jerks at starting and stopping. You glide to a stop — start so smoothly that you would need to watch the landscape to know when your train starts to roll.

That is one of the many reasons why experienced travelers choose the trains with GM power up ahead.

And you can ride through the night — on a transcontinental journey — without a single change of locomotives.

And the savings in operating costs have enabled the railroads to provide extra comforts for passengers.

Fact is, the entire economy of the nation benefits as the railroads approach closer and closer to complete dieselization — the traveling public, shippers, investors and the railroads themselves.

"Better trains follow better locomotives"

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS
LA GRANGE, ILL.

GM
GENERAL MOTORS
DIESEL POWER

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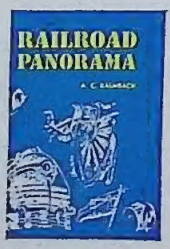

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34		
35	36	37	38	39	40	41	42	43	44	45	46	47	48	49			

Name ———

Address ———

City & State ———